CYCLE NEWS

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First ride!

Kawasaki's GPz900R Ninja

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Roberts announces retirement; some '84 plans still unsettled

COSTA MESA, CA, DEC. 22
Three-time 500cc World Road Racing Champion Kenny Roberts announced his retirement from full-time competition at a press conference hosted by Yamaha. Yamaha Senior Vice President Merle Karst made the announcement that Roberts would be working as a senior consultant to Yamaha, both in terms of research and product development for Yamaha high-performance street bikes, and promotion and public relations for Yamaha and its racing efforts.

"Winding down my career with Yamaha was what I wanted to do," said Roberts during the question-and-answer period. "I don't really know what I'll be doing other than my committment involves more than just riding a motorcycle."

Roberts also said that one of his prime concerns will be to promote motorcycle racing itself in the U.S. "I want to make motorcycle racing as popular as can be. Any appearances I make in the U.S. will be tied very closely to the promoter and how much they promote the event."

Asked about riding dirt track events in the U.S., Roberts said he was undecided but indicated that he had permission from Yamaha to ride such events on presumably non-Yamaha equipment, since "Yamaha doesn't have a dirt tracker."

Asked about the rumors linking himself and Wayne Rainey, Roberts offered little, but did at one point say, "We don't know what's going to happen. To do a full (dirt track) team would be out of the question. But in response to another question, about Rainey and a possible ride in the 250cc RRGPs, Roberts said, "To say that Wayne is not going to Europe is premature. To say he is is also premature."

Contacted after the first of the year, Rainey acknowledged that a road racing ride in Europe was being looked into, "probably privateer." Asked about the rumored dirt track team, Rainey said, "That was discussed, but right now it's up in the air. We're still looking for more sponsorship."

At the Yamaha press conference, Roberts did state that he was committed to competing in the AMA National road race at Laguna Seca this summer.

Yamaha also distributed copies of a telegram sent to Roberts by President Ronald Reagan congratulating King Kenny on his retirement.

Road race superstar Randy Mamola will not compete in '84. That shocking news came from Mamola's manager, Jim Doyle. "With Suzuki's withdrawal from GP road racing and our failure to land a ride with either Honda or Yamaha for the '84 World Championship Road Race Series, we've made the decision to sit out this season. Randy's one of the very top road racers in the world and I don't want him riding uncompetitive equipment as a privateer. Hopefully, the economy will improve by next year and Randy will be back where he belongs — on a factory-backed bike." In the opinion of many veteran observers, Mamola rode better than he ever has during the '83 GP season, but he was obviously handicapped by his equipment. He still managed to finish third in the 500cc classs, while his Suzuki teammate, former World Champion Franco Uncini, could only manage eighth. Mamola won the Laguna Seca round of the Camel Pro Series in July with 1-2 finishes in the two-leg event.

If the race is an indoor short track run on smooth cement, don't bet against Terry Poovey. Poovey slid his Honda to his second consecutive Great American Shootout win January 7 with a win at the Tarrant County Convention Center in Fort Worth, Texas. Yamaha rider Ronnie Jones was second while Honda-mounted Bill Herndon finished third. With two races completed in the series, Poovey has proved unstoppable, winning every heat and final he has raced. Poovey's next shot at a clean sweep will come January 28 at the Cow Palace in San Francisco. We'll have complete details on the Fort Worth race next week.

The American Motorcyclist Association's District 37 organization is asking a federal court to order the Sierra Club to reimburse $7,000 in legal fees the district spent fighting a last-minute appeal against the 1983 Barstow to Las Vegas desert race. Attorneys representing the AMA contend that the environmental organization filed the "vexatious" appeal of a federal district court decision to permit the November 26 desert race in a manner that distorted the facts of the case and attacked the district court's fact-finding process. The appeal in question was filed November 21, after Federal Judge A. Wallace Tashima on November 18 ruled against the Sierra Club's request for an injunction to halt the race. The appeal was then denied by the U.S Ninth Circuit Court of Appeals on November 23, just three days prior to the scheduled start of the event. In this newest action, the AMA attorneys point out that the environmentalist appeal "merely repeated the same factual and legal arguments which this court had considered and rejected. The brief (accompanying the appeal) made no effort to describe BLM's or District 37's evidence, presenting only a cleverly constructed, distorted recitation of the Sierra Club's own evidence." AMA lawyers cite seven examples in which the Sierra Club failed to mention court evidence rebutting environmentalist claims and five examples of the appeal employing "factual misrepresentations." To revive the classic desert race, last run in 1974, District 37 paid the Bureau of Land Management $20,000 for a race permit and environmental monitoring and spent more than $30,000 in legal fees. Court rules allow defendants to recoup the costs of fighting frivolous legal actions such as the last-minute Sierra Club appeal. A January 23 hearing was scheduled on the District 37 request.

InSport's Gary Mathers has announced that entries for the January 28 Anaheim Supercross have been "extended indefinitely." Mathers also said that riders could use physicals taken for an AMA license, as long as they got their doctor to sign the InSport form as well.

Curt Comer will be riding the new Can-Am 320 trials machine in 1984 National and international events. Comer's first appearance on the machine was in Florida on January 8.

Wheelie King Doug Domokos, according to his manager, plans to wheelie around one of the world's tallest and "most dangerous" rollercoasters in 1984. Domokos is also slated to make a long-distance wheelie promotion at Daytona during Cycle Week, and near the end of summer, to wheelie across the country.

Trials competitor Don Sweet is set for his chance to compete in the 1984 Scottish Six Days Trial, this after being named recipient of 1983 raffle fund proceeds at the recent North American Trials Council meeting. Wayne Galvin, a national competitor from Massachusetts, won the raffle bike and also received a pair of Sidi boots from Cosmopolitan Motors for selling the most raffle tickets.

AMA District 37's Road Riding division will present awards to their top five drivers and top two passengers of 1983. This will be done at their January 19 meeting, to be held at the Department of Water and Power Building, 111 N. Hope Street in Los Angeles.

Former desert ace Bob Balentine will be joining the folks at Hercules Distributing, the new importers of what once were called Maicos. Balentine, whose two-year contract with Al Baker and Mugen ran out, will be serving at Hercules in the capacity of a technical advisor. Ted Lapidakis, the head of Hercules, said that a new name was being worked up for their new motorcycle, but no final decision had been made as we went to press.

A note to our readers: It does not cost money to have event results printed in our results section. Quite the opposite is true — we pay for such results. Possibly the confusion arises from the Trophy Pickup box on the results page. It costs $1 per week to maintain a listing of where riders can pick up their trophies. So, if "Luscious Linda" of the northern chapter of the Over The Hill Gang will send us her address, we'll send her dollar back.

Bill Spencer, the man whom Roxy Rockwood once referred to as "the Sidney Greenstreet of District 36," is again organizing a tour from the San Francisco Bay Area to the AMA/Camel Pro Series opener at the Houston Astrodome. The tour, Spencer's ninth annual, includes motel accommodations, tickets to the races and ground transportation, all for around $500. It begins at San Francisco Airport at noon on February 3 and returns to the Bay Area around noon on Monday, February 6. Those interested can contact Spencer at 415/969-1682.

"We gave Willow Springs' owner Bill Huth an Award for Excellence in Race Track Safety last spring," said Bruce Hammer, president of the Jon Woo Memorial Safety Project. "But Huth hasn't rested on his track's laurels. He convinced Dunlop Tire and Rubber to finance further improvements to the track, and work will soon begin to move an earth embankment an additional 120 to 180 feet from the edge of turn two. The embankment is now approximately 60 feet from the track. "In exchange for financing the improvements, Dunlop will receive a large sign displaying their logo in the infield of the race track. Huth's agreement with Dunlop is a breakthrough for race track safety because the first thing a track owner or operator mentions, when asked to improve safety is cost," Hammer said.

Factory Honda's newcomer Ron Lechien took a fifth-gear, end-over-end tumble while qualifing at Saddleback during the first round of the Golden State Series that put him out of action for the rest of the day. It was rumored he went to the hospital that same day, but a phone conversation with Ron's father Dick proved the rumors untrue. "Ron's feeling OK, but he is going to have his thumb checked out. It doesn't seemed to be broken, but it is sore," said Dick. "He also received a slight scratch on his eyeball that he will also have looked at. All in all, he will be ready for the second round of the Golden State Series next week."

Never known as the shy and retiring type, Kenny Roberts had quips aplenty during his pre-Christmas

press conference. Asked if he knew who would be Eddie Lawson's teammate in 1984, Roberts said, "Yes. It will be a Yamaha. Oh — *who?* It's between Kel Carruthers and Giacomo Agostini."

Udo Gietl, Honda's road racing team manager, said that "works type" Superbike engines began being shipped last week to riders who qualified, and according to other sources, had the reported $10,000 purchase price. Honda will also be selling their 250cc GP racer, but that won't be available until April, according to Gietl. Also, Honda will announce a contingency program for Formula One, Formula Two, Superbike and club racing events sometime in the near future.

The Harley-Davidson Motor Company has entered into a retail financing agreement with Ford Motor Credit Company, Vaughn L. Beals, Harley-Davidson chairman, and James W. Ford, Ford Credit chairman, announced January 6. "We strongly believe that one of the best ways that Harley-Davidson can assist our 700 U.S. dealers and their customers is to provide a national retail financing source," Beals said, adding "the agreement provides new support for our dealers. Through Ford Credit's network of 141 vehicle sales finance branches, all the dealers will have the same convenient and reliable national financing source." Beals said that Harley-Davidson had been seeking a national financing arrangement for some time. He said that Ford Credit's branches should be ready within the next 60 days to accept Harley-Davidson retail customer applications. The entire Harley-Davidson line of motorcycles may be financed through Ford Credit, Beals said. Ford Credit will provide typical motorcycle financing rates and payment terms of up to 36 months.

Freddie Spencer added yet another honor to his collection since winning the 500cc Road Racing World Championship when he was named *Motorweek Illustrated* Champion Spark Plug Racer of the Year on Saturday, January 7. Spencer was the unanimous choice of the weekly TV show's staff. Others who were in the running included MXer David Bailey and auto racers Bobby Allison, Teo Fabi and Nelson Piquet. "It was a tough choice," said host Dave Despain, "but the *Motorweek Illustrated* staff felt Freddie Spencer was the best individual representative of American motorsports on a world wide scale." Ironically, Spencer, who is a Honda dealer in his hometown of Shreveport, Louisiana, received a Honda Interceptor for winning, along with a Bell helmet. Spencer donated the motorcycle to the Shreveport Lions Club to be raffled off at a fund raiser for the Lighthouse for the Blind. "Since Freddie donated the bike to the Lions," said Despain, "we didn't want him to go away empty handed so we arranged for an all-expence-paid trip to Mexico which Spencer said he will take sometime after Daytona Cycle Week in March. That trip will be courtesy of Aero Mexico."

Ken Maely, who has been making steel skid shoes for dirt trackers for over 30 years and is best known as "The Shoeman," was doing a bit of globe trotting in December. "I just came back from nearly four weeks in China on an engineering project for their government," said Maely. "I don't want to get into specifics, but it did have to do with consultation on development of a four-stroke street bike for their domestic market. I'll be making another three or four trips during the year. I took my time coming back and visited a number of exotic islands." Maely's four-stroke credentials come from his design and manufacture of the Maely speedway engine as well as consulting, research and development projects with manufacturers Honda, Yamaha and Husqvarna.

Dave Fulton has assumed responsibilities as team manager for the Wrangler Supercross Series as well as the Wrangler Tractor Pulling Championship. Fulton, 35, spent the last two years as team manager for Wrangler's NASCAR involvement. He takes over for Kathy Hoy, who moved to Fulton's previous position.

The annual AMA District 37 awards banquet is scheduled for January 27 this year, and things will begin at 8 p.m. The location is the Sportsman's Lodge, and the address is 12833 Ventura Blvd. in Studio City. We're told that in addition to all the number one plates, there will be dancing, raffles and other neat things. For more details, contact Charleen Ho at 818/894-4793.

Scott Pearson, who suffered a serious knee injury while practicing last year, will return to contest the 1984 AMA Grand National Championship/Camel Pro Series. "My knee has gone from 20 degrees of movement to 106 degrees, and I've been riding on it for two months now," said Pearson, who recently moved to Ceres, California. Pearson said his program for next year will consist of Hondas on the short tracks and Harleys for the miles and half miles, with Craig Filmer maintaining the bikes, and Steve Storz doing the primary motor work on the Harleys. Help for Pearson's attempt will come from PIC Racing, Megacycle Cams, SuperTrapp, Circle Bell Industries, Works Performance Shocks and Shoei Helmets.

Husqvarna has a trio of new riders on its off-road/desert team. They are the Pfeiffer brothers; Scott, Kent and Kurt. The Pfeiffers lost their Honda ride when Honda dumped its off-road team, but Kurt and Kent were out at the World Championship Hare & Hound in Nevada on the white machines. However, both suffered mechanical difficulties.

Harry Klinzmann will be flying Super Trapp colors while contesing the AMA Formula One Seies in 1984, and Rich Oliver will be joining him on the squad, but riding in the Superbike class. Speaking of Klinzmann, who works cooking in his father's restaurant, he had a familiar associate working with him behind the grill. The associate is fellow knee dragger David Emde.

A record guaranteed purse of $103,000 has been announced for the March 11 Daytona 200 Motorcycle Classic at Daytona International Spedway. The world's richest motorcycle race is also this nation's biggest annual international sports event with teams entering competition from five continents. In making the announcement, John Riddle, speedway general manager, said, "We are pleased to announce the purse increase for this great race. It will be the 42nd running of this stellar event and we expect the best racing action in history."

The Motorcycle Industry Council is rescheduling its recently announced Aftermarket Business Conference program to a later and more convenient date in 1984. The first conference between motorcycle industry warehouse/distributors and aftermarket manufacturers had been announced for January 11-12, 1984, in Atlanta, Georgia. However, a substantial number of potential participants could not arrange their schedules to meet the early January date. Keith VanHarte, MIC Aftermarket Program Director, said, "The very essence of a conference of this nature is to provide maximum efficiency for everyone involved. This has to include not only time and travel expence consideration, but also the ability to secure full appointment schedules for all participants. The rescheduled dates are August 22-23 in Las Vegas, Nevada." The ABC program is designed to bring motorcycle industry warehouse/distributors and aftermarket manufacturers together over a two-day period at one location so they can review policies and practices of conducting business together.

As you read this, this BMW (above) and Honda (below) are in action out in the African desert. They're both factory entries for the January 1-21 Paris to Dakar Rally. We'll have a full report early next month.

Beginning with January production, all Harley-Davidson XL-series (1000cc) models will feature a new clutch/alternator assembly. Previously a DC generator was located forward of the engine. A high-capacity oil filter now mounts in this position. The new alternator's outer rotor mounts to the rear of the primary driven gear and the inner stator mounts to the transmission door. The all-new clutch uses a diaphragm spring instead of coil springs. In addition, the clutch actuating ball-and-ramp assembly and the shifter detend follower have been re-designed.

Two weeks ago, Team Yamaha's Broc Glover broke his thumb while snow skiing with his brother and friends. Chuck Warren, Glover's roommate, said, "Broc broke his right thumb a little over a couple of weeks ago and is expected to have his cast taken off next week. The injury isn't too serious and he will be ready for the Anaheim Supercross at the end of this month."

Kathy Hoy, Wrangler manager of special events, has announced that Wrangler will be the major sponsor of the Supercross series to be conducted in 1984 by InSport. "Wrangler has reached an agreement with InSport for Supercross in 1984. The series will be named the 1984 Wrangler Supercross Series, and Wrangler will provide a rider point fund with a total of $125,000," Hoy said. "We have left the door open for the AMA, and may possibly have some form of sponsorship for their 1984 National Outdoor Motocross events."

Steve Morehead will ride for Ken Parker Racing in the '84 Camel Pro Series, taking the spot opened when Bubba Shobert moved to the Honda factory team. "I haven't been this jazzed in years about starting a new season," said veteran Morehead. •

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ON THE FRONT PAGE: Pee Wee Gleason warms up the Kawasaki Ninja before ripping off a 10.5-second quarter-mile at 132 mph. For more on the 900cc Oriental assassin, turn to p. 16. Photo by Tom Riles.

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VOICES

Blockers beware

The California Racing Club's Enduro Series has come to be known as the best-organized, known and most highly attended enduro program in California. It has improved immensely in 1983, especially in interesting and challenging course layout.

But, for whatever reason, CRC Enduros seem to be way overrepresented in "Blockers." This continues to be the biggest single headache for CRC riders, and it would be hard to find anyone who has not been held back, shunted or squeezed off the trail. Some Blockers are merely new riders that don't read instructions (CRC Enduro mailers ask you to ride courteously, and let faster riders pass, which should be self-evident anyway). Others would just rather race with you, or stay in front, despite the fact enduros are timed events, not "first to the flag is the winner" racing.

In the recent Santa Claus Enduro, where there was just over a minute separating the first through 10th Open B riders. One Blocker cost me eight places.

As the 1984 season opens, it might be a good time for both the CRC and CRC riders, to get tough on Blockers. Not only can these events be more enjoyable, but a lot safer, without them.

JIM "NASTY" PILON
Sunland, CA

Make things equal

I would like to make some suggestions for the Grand National Championship series, which in 1984 will run three short tracks, five TT's, 11 miles, seven half miles and eight road races.

I suggest that to make it a fair series, they have an equal amount of each type of racing, or as equal as possible.

I also suggest that the road racing part of the series revert to the use of twins instead of the exotic machines they race now. Too many riders are left out of the Nationals because they can't afford one of these exotic bikes.

I can remember when several Grand National riders rode both dirt and pavement. Mann, Roberts, Gary Scott, Nixon and many more riders competed in all the races. Now very few do, and it doesn't seem the same.

J.L. THRASHER
Reno, NV

Join the Gang

The Over The Hill Gang; what's that group all about, you ask?

It's an association of persons 30 or more years of age who are commonly bonded by an interest in motorcycle activities. We not only have concern for each other on the track but also promote fraternalism off the race course.

For more information call or write: Runover Ron/President OTHG P.O. Box 387, Colton, California 92324, 714/783-1240.

RUNOVER RON
President OTHG

Caveat emptor

As bikers, we must stick together and share important information. I have had a bad experience with a company called Watson Fiberglass & Racing Parts at 4914 Calument Ave. in Hammond, Indiana. They make various fiberglass and metal parts for different model bikes.

They also have my money and I have no merchandise. I contacted the Consumer Affairs Division of the District Attorney in Hammond and they informed me that others have had problems as well.

I think it would be wise to steer clear of this company. Hope this will save you some time and money.

RON TOMLINSON
North Texas Director
International CBX
Owners Association

Thanks...

...to all involved in my 1983 AFM road racing adventures.

First off to Jim Holm — the Holm in Yasinitsky-Holm Racing. I'd have never made it without his dedication. To Bud Riddle for keeping me going. To Greg Valor of Haywood Honda for showing me how to rebuild a four-stroke. To Scott Moore for lending a helping hand all year. To Parra O'Siocain of Parra Performance for the last-minute valve jobs and advice. To John Rolf, the greatest watch maker around, for his great support.

Also a "bark" of thanks to Don Conkling of the Millbrae Veterinary Hospital and Jim Lerer for showing me how to be smooth, and too his wife Sarah for making great pot roast.

Thanks also to the people at Sierra Motorcycle Products, Steve Forchemer and Rocky Distributors, Daly City Yamaha, Yamaha Motor Corp. (great contingency money) and all the rest who made the year possible.

PAUL YASINITSKY
Daly City, CA

...recently an ad appeared in *Cycle News* thanking my sponsors for their continued support. Unfortunately, a full page would not be sufficient to thank the many people who make racing possible. Given this opportunity, I would like to thank some of them now.

Unintentionally, I left Dennis Lattimer's Motorcycle Supply in Oklahoma City out of the aforementioned ad. They have helped to make the past seasons last a few more races. Kevin and Pat Donnelly at Shoei, John Yaw from Carlisle, Ralph, Rich and Joe at Kal-Gard, Don Graves from Interpart, Ross Cruseman at Shoreline, Walter Van Schoenfeld from Castrol, Tom and Dan — the White Bros., Joe Lee and Carol Yohe from Nippondenso, Tom Cates at K&N and, until recently, Dave Bucher from MXL are all responsible for my support from these companies. A heartfelt thanks to all of you.

Thanks also to Bob Schnieder for righting the wrongs in my motor and making it as competitive as possible. The Ingrams, Labordus', Burkholders, Jones' and Pooveys' all made the road seem more like home.

Finally, a thanks deeper than I can express to Don Graves and Ken Barrow, without whom I would still be in Granite City with California looking far away indeed. No one could have better friends than all of these. Thank you all, you are most certainly the best.

ROB HASSAY
Fountain Valley, CA

Remembering Eddie Unini

My husband Charles (Pops) Unini and our late son Eddie Unini have subscribed to *Cycle News* for many years. It has been very heartwarming to see that our late son has been remembered in your "Ten Years Ago" column. We have seen his name appear many times in the last few years. It was indeed a very nice Christmas present and a nice way to start the new year, reading about his cycle racing achievements in the January 11 *Cycle News*.

Thank you so very, very much from the bottom of our hearts. Even though our son has been gone now for almost eight years (lost to us in a cycle racing accident), we still miss him very much and remember the wonderful times we had together at all the cycle races. Thank you once again and happy new year.

CHARLES & MARION UNINI
San Francisco, CA

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

TEN YEARS AGO

In a tragic accident shortly before the end of 1973, road racing star **Cal Rayborn** was killed in a crash in New Zealand. Rayborn, who had captured world-wide attention for stellar performances on an underpowered Harley-Davidson, had signed with Suzuki just two days before his accident.

America's first international observed trials event was held at Saddleback Park in southern California. Monsoon rains complicated the running of the event, however, creating huge bottlenecks as some sections became unrideable. Bultaco-mounted **Alan Lampkin** was pronounced the winner of the event, but several protests were filed by riders who had better observed scores, but had houred out because of the bottlenecks. It was a Bultaco sweep of the first four places, with **Malcolm Rathmell, Yrjo Vesterinen,** and **Charles Coutard** finishing behind Lampkin. California rider **Steve Graham** finished top American at eighth.

Husky riders **Art Knapp** and **Heath Hibbard** led the way in Expert-class action of a Desert Racing Association event near California City. Yamaha rider **Mark Zoller** bested the combined Novice classes.

In the continuing series of indoor short track events at San Francisco's Cow Palance, **Rick Hocking** claimed the main event win on a Yamaha. Second and third went to Bultaco riders **Al Kenyon** and **Dave Lewis. Steve Eklund,** a relative newcomer to the indoor short track scene, qualified fastest and won the trophy dash on an Ossa. In the main event, however, Eklund could do no better than eighth.

Diane Cox, 17, became the AMA's first licensed woman Class C Junior competitor. The Salem, Oregon, resident needed only one year to transfer up from Novice, having finished 21st among Western Region Novices in 1973.

Mike Hartwig joined **Pierre Karsmakers** and **Tim Hart** on the Yamaha factory motocross squad. Kawasaki, on the other hand, reduced its involvement to only one rider, **Jimmy Weinert.**

Rick Shirey piloted a big Yamaha to the Open Expert win of an NRA grand prix event at Indian Dunes. Finishing top 250cc Novice on the same day was Honda rider **Dave Arnold.**

In results published on the final point standings, **Larry Roeseler** had the number one plate in the District 37 Trailbike desert division, trailed by **Mike Cartledge** and **Bruce Ogilvie.** In the Lightweight Division I (250cc) standings, it was **Mark Adent** first, followed by **Doug Winchell** and **Jim Fishback. Tom Brooks** grabbed numer one in Lightweight Division II (175cc), with **Scott Hayslip** and **Andy Kirker** finishing second and third.

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Wrangler Supercross Series

Location	Date
Anaheim, CA	1/28
Seattle, WA	2/11-12
Atlanta, GA	3/3
Houston, TX	3/24-25
Dallas, TX	4/14
Pontiac, MI	4/28-29
Kansas City, MO	5/5
Orlando, FL	5/19

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Rick Johnson dominated the 250cc Pro class taking the win each time out. Johnson's main threat was Johnny O'Mara, who finished second.

Steve Ryan leads Bader Manneh and Jeff Ward at the start of the first 125cc Pro moto. Ryan finished both motos in third for third overall.

CMC Golden State/Skoal Bandit Series: Round 1

Breker, Ward, Johnson star at Saddleback

By Kit Palmer
Photos by Lori Tyson and Palmer

ORANGE, CA, JAN. 8

The eighth annual Continental Motorsport Club's Golden State Series, this year sponsored by Skoal Bandits, marks the start of another year of motocross, and it was the Factory teams that stole the spotlight. Kawasaki walked away with wins in the Open and 125cc classes with newly acquired Goat Breker, and Jeff Ward. In the 250cc class, Yamaha's Rick Johnson dominated with two relatively easy wins. Mike "Stray Cat" Healey topped the Mini Expert class on his new Suzuki mount, narrowly beating last year's 80cc Trans-Cal winner Eddie Hicks.

80cc Expert

Healey, who rode for the Honda factory last year, piloted his Suzuki to the front of the pack at the start of moto one with Kawasaki-mounted Bob Moore, Honda-armed Shaun Kalos and Hicks hot on his rear fender. During the first lap, Healey motored to a three-second lead and extended that margin to five seconds by the end of the second go-around. Hicks quickly found a way around Kalos and set after Moore. By the third lap, Hicks inched by Moore on a tricky off-camber downhill turn. With nothing left between Healey and Hicks but a five-second margin, a duel to the checkers ensued. Hicks did all he could to reel in Healey but to no avail. For the remaining five laps, Healey held on to his lead for the win. Hicks finished second while Moore, Mouse McCoy, and Kyle Lewis rounded out the top five.

The second-moto holeshot again went to Healey followed by Honda-mounted Scott Brown, Hicks, Moore and Kalos. During the first lap, Hicks zapped Brown for second. Healey jumped to an early lead while Hicks started to gain some ground on the leader. With only three laps to the checkered, the Healey/Hicks battle was in high gear. Hicks breathed heavily down Healey's back, but Healey kept his cool, held on for his second win and clinched the overall. Second overall went to Hicks ahead of Lewis' 5-4 combo and Brown's 7-3 score. Fifth went to McCoy with a 4-6 tally.

Jeff Ward had no problems handling the 125s. He easily captured the overall by claiming wins in both motos. George Holland took second.

125cc Pro

After completing the day with two runaway wins, Ward said, "My only problem today was not enough competition." His statement couldn't be argued with; he led almost from start to finish in both motos.

Suzuki-mounted Rick Ryan had control of the lead at the start of the first moto, inches ahead of Kawasaki's Bader Manneh, Suzuki's George Holland and Ward. Holland quickly took care of Manneh and set after Ryan, reeling him in by the end of the first lap and the two leaders started dueling for the lead. But the Ryan/Holland battle was rudely interupted by Ward, who jammed by both of them. Two laps later, Ward had developed a 10-second lead, while Holland managed some distance over Ryan. A tight battle for fourth took shape between Manneh and Yamaha-mounted Mike Beier. For the next eight laps Manneh and Beier fought fiercely; handlebar to handlebar. On the 13th go-around, the dogfight came to and end when Manneh succumbed to Beier's pressure. Up front, Ward continued to cruise with a very comfortable advantage, easily taking the checkered flag ahead of Holland, Ryan, Beier and Manneh.

Holland put his '84 production Suzuki to the front of the field at the start of the second moto, closely followed by Ward, Suzuki-mounted Doug Dubach, Ryan, Kenny Clifton and Craig Canoy. Holland held on to lead for the first lap but reluctantly relinquished the top spot to

Mike Healey switched to Suzuki after riding for Honda last year. He started things off right by sweeping both motos in the 80cc Expert class.

Plagued with the flu, Goat Breker almost went home after the qualifier, instead, he took his water-cooled Kawasaki to the Open-class win.

Ward. Again, Ward quickly extended his lead over Holland, Ryan and the hard-charging Beier.

At this point, the top five riders were strung out and holding their positions. However, near the halfway point Beier dropped out, handing the fourth spot to Dubach. Ward again crossed the finish line way out in front, followed by Holland, Rhyan, Dubach and Manneh. After the race, Ward said, "There wasn't too much competition out there for me; I could've pushed myself a lot harder if I had to. O'Mara hasn't got his bike yet, but he should have by next week, so then I'll have a little more competition."

250cc Pro

There were a lot of "big" names in the 250cc class, which proved to be the fastest class and most exciting racing of the day. Honda's Ron Lechien showed up, but his debut factory ride only lasted the length of the start hill in his qualifier. In the first turn, Lechien crashed hard and he and his bike went tumbling end over end at the top of Banzai Hill. Although not seriously hurt, Lechien was shaken up enough to call it quits for the day.

Honda's Johnny O'Mara jammed into the lead while pursued by Yamaha's Rick Johnson, Team Tamm's Brian Myerscough and John Whelchel, Wrangler Super Series champ David Bailey and Kawasaki's Billy Liles. During the first lap, Johnson stuffed it by O'Mara on a downhill-sweeper turn to take over the lead. O'Mara stayed close to Johnson but could not make up any ground on him. Suzuki's Mark Barnett had a bad start on a production Suzuki and was stuck back in about 10th for most of the race. Bailey was on the move and began putting pressure on Whelchel near the end of the moto and finally slipped by him with only three laps left. Yamaha rider Warren Reid also zapped Whelchel on the same lap. Bailey started to make up ground on Myerscough, as did Reid on Bailey. When the checkered flag flew, Johnson crossed the finish line first with a slim-but-comfortable distance on O'Mara. Myerscough finished about five seconds behind O'Mara while Bailey and Reid crossed the finish only inches from each other.

Myerscough stole the second-moto holeshot while O'Mara, Whelchel, and Johnson followed. Myerscough's lead was short-lived when O'Mara took over during the first lap, after he went down, dropping to fifth. Behind Johnson, with a much better start, was Barnett, then Myerscough and Bailey. Johnson quickly slipped by Whelchel then set his sights on O'Mara. The two leaders battled for the next three laps until Johnson jammed his almost-stock production YZ past O'Mara for the lead. By then Barnett had worked his way into third but could not gain any distance on Johnson or O'Mara. A tight battle between Whelchel and Myerscough over fourth formed which lasted for the next seven laps. Myerscough finally nipped his teammate, who was then pressured by Bailey. Not only did Bailey overtake Whelchel, he also surprised Myerscough a few turns later. Johnson cautiously went on to take the win ahead of O'Mara, Barnett, Bailey (who finished a few seconds behind Barnett), Myerscough and Whelchel.

"I felt great out there," said Johnson after the race. "O'Mara's tough to get around. He isn't a conservative rider, so you can't push him in hopes of a mistake. I had to plan my move a few turns ahead."

500cc Pro

Even though Kawasaki's Goat Breker went home with top honors in the 500cc class, he didn't feel all that great. "I don't feel very good at all! During the qualifiers I almost pulled off and went home because I have the flu or something," said Breker after his second-moto win.

However, on the track, he fooled just about everybody with a come-from-behind second-place finish in the first moto and a first in the second.

At the start of the first moto, it was Phil Larson on a Yamaha who shot into the early lead ahead of a trio of Yamaha riders: Scott Manning, Tim Locey and Pete Snorteland. Larson has a "lead and crash" reputation which he lived up to on the fourth lap. This gave the lead to Manning, closely followed by Locey. Breker, after an awful start, worked his water-cooled works Kawasaki into third at the halfway mark and pursued Locey for second. On the final lap, Breker passed Locey but ran out of time to catch the high-flying Manning. Snorteland took fourth followed by Warren Reid on a TT600 thumper, then Gary Semics.

Eric Eaton roosted his 500 Honda into the lead at the start of the second moto chased by Snorteland, Manning, Breker and Larson. Eaton led until the third lap when he went down, dropping to sixth. Manning inherited the lead and hoped Snorteland could fend off Breker long enough to stretch his lead into another victory. Unfortunately for Manning, Breker slipped by Snorteland on the next lap, and Breker snatched the top spot away from Manning soon after. Near the end of the moto, Manning began to slow, letting Locey (who worked his way up from a sixth-place start) by. Breker easily went on to take the win and overall.

"I'am glad the motos were short," said Breker afterwards. "I'm so dizzy I can hardly stand."

"I couldn't see out there!" said Manning after the second moto, referring to the lack of sun and heavy cloud cover that darkened the skies in the late afternoon. "I have a hard time seeing when it starts getting dark out. My old lines, which I had to stick to because I couldn't see well enough to try something new, cost me." ●

Scott Manning took second overall in the big-bore class.

Results

MINI EX: 1. Mike Healey (Suz) 1-1; 2. Eddie Hicks (Yam), 2-2; 3. Kyle Lewis (Kaw), 5-4; 4. Scott Brown (Hon), 7-3; 5. Mouse McCoy (Kaw), 10-5; 6. Bob Moore (Kaw), 3-7; 7. Shaun Kalos (Hon), 6-5; 8. Robert Naughton (Hon), 8-9; 9. Mike Kiedrowski (Kaw), 9-11; 10. Ty Davis (Kaw), 11-10; 11. Brad Kadau (Kaw), 15-12; 12. Greg Vowell (Kaw), 12-15; 13. Gene Baldwin (Hon), 14-16; 14. Thayne Zito (Kaw), 13-17; 15. Michael Craig (Yam), 23-8; 16. Craig Nielsen (Kaw), 18-13; 17. John Moran (Yam), 17-14; 18. Nicky Pounds (Suz), 10-22; 19. Terry Bostard (Hon), 19-18.

125 PRO: 1. Jeff Ward (Kaw), 1-1; 2. George Holland (Suz), 2-2; 3. Rick Ryan (Suz), 3-3; 4. Rodney Smith (Yam), 9-6; 5. Mike Fisher (Hon), 6-9; 6. Doug Dubach (Suz), 13-4; 7. Danny Storbeck (Yam), 11-5; 8. Tyson Vohland (Yam), 8-8; 9. Robert Mason (Yam), 10-7; 10. Michael Preston (Kaw), 14-10; 11. Bader Manneh (Kaw), 5-22; 12. Gary Bowman (Suz), 7-23; 13. Doug O'Donnell (Suz), 19-12; 14. Steve Vlahos (Hon), 12-19; 15. Mike Veier (Yam), 4-28; 16. Jerry Anker (Yam), 18-15; 17. Curt Henricksen (Yam), 15-18; 18. Craig Canoy (Hon), 25-13; 19. Tony Toste (Suz), 21-17; 20. Todd Campbell (Kaw), 24-16.

250 PRO: 1. Rick Johnson (Yam), 1-1; 2. Johnny O'Mara (Hon), 2-2; 3. Brian Myerscough (Hon), 3-5; 4. David Bailey (Hon), 6-4; 5. Mark Barnett (Suz), 9-3; 6. John Whelchel (Hon), 7-6; 7. Keith Bowen (Yam), 8-7; 8. Warren Reid (Yam), 5-10; 9. Billy Liles (Kaw), 4-13; 10. A.J. Whiting (Hon), 12-8; 11. Micky Dymond (Hus), 11-9; 12. Jim Tarantino (Suz), 10-11; 13. John Finkeldey (KTM), 14-14; 14. Scott Johnson (Yam), 16-15; 15. David Taylor (Hon), 15-16; 16. Kent Howerton (Kaw), 22-12; 17. Troy Blake (Kaw), 18-20; 18. Allen Silhanek (Hon), 19-21; 19. Edwin Arnet (Hon), 21-22; 20. Jim Holley (Yam), 13-31.

500 PRO: 1. T. Goat Breker (Kaw), 2-1; 2. Scott Manning (Yam), 1-3; 3. Tim Locey (Yam), 3-2; 4. Pete Snorteland (Yam), 4-6; 5. Gary Semics (Hon), 6-5; 6. Warren Reid (Yam), 5-7; 7. Mike Larson (Hon), 8-9; 8. Greg Zitterkopf (Kaw), 9-10; 9. Eric Eaton (Hon), 20-4; 10. Clark Jones (Yam), 11-13; 11. Jerome Heiberger (Yam, 13-12; 12. David McClain (Hon), 10-15; 13. Scott Sargent (Hon), 15-11; 14. Jeff Cloutier (Kaw), 17-17; 15. Robert Green (ATK), 14-20; 16. Patrick Weber (Hon), 16-19; 17. Matt Tedder (Hon), 18-21; 18. Tim Alarcon (Yam), 24-16; 19. Wayne Archer (Yam), 22-18; 20. Joey Schlag (Hon), 12-32.

(Above) Early leader Dan Smith crashed twice and hurt his shoulder, but still finished second overall. (Below) In a farewell motorcycle racing appearance, Jack Johnson played the hare to the hounds. He seized.

Dan Smith continued to ride hot, winning the tough 157-mile event with an eight-minute lead. Smith has proved to be tough in Nevada.

World Championship Hare & Hound

Smith smokes as Husky sweeps

By Dale Brown
STATELINE/SLOAN, NV, JAN. 8

Team Husqvarna's Dan Smith continued his hot streak, turning in a torrid performance to dominate the 157-mile World Championship Hare & Hound. Teammates Dan Ashcraft and Larry Roeseler were only minutes behind Smith, taking second and third for a Swedish sweep.

"I'm tired!" was the first thing Smith had to say to race director Casey Folks at the finish, adding "It was a good event, really challenging. I must have been the last one off the line, but I passed Dan (Ashcraft) for the lead about 60 miles ago."

Other Husqvarna riders doing well were 250cc winner Kent Miller and Class 38 champ Richard Jackson. In the 125s, Caqiva pilot Duane Summers overcame a lot of adversity for the win, while Honda-mounted Steve Subith had a smooth ride en route to the Class 30 blue ribbon.

This event grew out of an idea five months ago to have the country's top desert racers going head to head in a professional event as opposed to the team race format of Folks' other money-paying race, the Las Vegas 400. Folks enlisted the sponsorship aid of Duralube, Skoal Bandits and Whiskey Pete's Casino, then laid out the well-marked, tight and challenging course. Although less than 70 riders started, almost all of the big guns in desert racing were there.

The race began at Stateline, with each class starting in its own wave, five minutes apart. Counting the ATVs and the real "hare" for this race, there were seven starts.

The "hare" or "Skoal Bandit" was none other than Las Vegas star Jack Johnson, making what could be his final motorcycle-competition appearance. The rules were simple. Johnson got a five-minute headstart, and the first rider to catch him before the finish would get $500 from Skoal. As it turned out, Johnson maintained his five minutes over the nearest competitor for the first 30 miles or so, but then the Husky he was riding

seized up solid. Ashcraft was the first one by.

The Open class started first, and Ashcraft led it to the bomb after passing motocross star Carlos Serrano en route to the burning tires. Smith was nowhere near the front: "I think I took about 18 kicks to get started. I was the last one off the line and I didn't even begin catching dust until past the bomb."

Smith soon worked his way through the pack and caught up to a battle for second involving Roeseler, Serrano and the big Yamaha thumper of Randy Morales. According to Roeseler, the big factor in the battle was the dust since it determined who you could pass and when you could do it.

At the 53-mile mark, the course had made its way back to the start area for the first main gas pit. Ashcraft had a three-minute lead on Smith, while Roeseler, Morales and Serrano followed. Honda-mounted Chris Howard led the 250s, and had overcome the starting deficit to run sixth overall.

One of the more amazing things that happened on the day was that Summers had seized his Cagiva at the smokebomb, badly enough to where he had to be towed for a restart. He seized it three more times, but still made up ground on the slim field in his class to take the lead.

At the second gas, another 32 miles down the course, Ashcraft only had 30 seconds on Smith; this after crashing hard. "There was a joshua tree trunk laying across the trail," said Ashcraft later. "It was marked, but I'm not used to having the marker right on the danger spot. It caught my footpeg and I went over the bars. I hurt my shoulder and was pretty dingy for awhile."

Smith, who passed Ashcraft for the lead a few miles later, agreed: "When I passed Dan he just sort of let me go. That's just not like him." To add insult to injury, Ashcraft hit something while riding in Smith's dust and crashed again.

Behind the leaders Morales had slowed with unknown problems, so it was Husky riders Roeseler and Serrano running 3-4, followed by Honda-mounted Kevin Steele.

At sixth overall, Arizona's Kent Miller had overtaken Howard for the lead in the 250s. Howard was still right there, however, in spite of an ill-handling motorcycle. Yamaha rider Scott Godfrey was one position in arrears of Howard, but he too had troubles in the form of a flat rear tire.

Class 30 leader Subith had already passed all the 125s while enjoying his class lead, six positions ahead of runner-up Ed Sivon on a KTM. In the 125cc ranks, Yamaha-mounted Bobby Davidson had edged slightly ahead of Summers.

Class 38 had shaped up to be a duel between two Husky riders. Jackson held a three-spot advantage on Dave Miller, the father of the 250cc class leader.

With Ashcraft's second crash and subsequent slowing, Smith opened up an eight-minute lead by the end of the race. "It was a good course," said Smith, who had picked up a flat tire 15 miles from the finish. "It was nice and tight. These Open-class bikes can sometimes be a real handful in the tight stuff."

Ashcraft finished second, with Roeseler closing right onto his rear fender shortly before the finish. "I feel dizzy and my shoulder is really hurting," said Ashcraft. "It was a fun course, but I didn't ride very well today. I was all over the place." Ashcraft was checked by medics at the finish, and they suspected a possible shoulder separation, but Ashcraft later indicated that he believed it to be a deep bruise.

Roeseler, who came as close to breaking up the Smith/Ashcraft tandem as nearly anybody this year, said, "I rode really hard. I got hung up with some traffic in a really dusty section. I got by Smith after the first alternate gas and then I got past a pack of other guys. But when I got hung up on a pile of rocks, they all got past again. I eventually passed them back, but I could see Smith pulling away through the dust. By the time I finally got clear, I just couldn't make up the difference."

Serrano finished fourth on his Eastside Cycles/Husky-backed machine. Kevin Steele had passed him in the final leg, but Serrano was the beneficiary of a Steele endo and regained fourth in his first major desert race. "It was interesting," said the Arizona motocrosser, "and for a desert race it was really tough. I rode the last 50 or 60 miles with a flat front tire and broken spokes. The event was very demanding and the guy who won rode his butt off. But the guys who rode harder were the ones who finished in second, third and fourth, because of the dust."

At fifth, Steele was the first Las Vegan to finish. "I got by Serrano, but then there were these two big mounds and I crashed pretty hard. Other than that, I had a good ride," said Steele.

Kent Miller rewarded sponsors Arizona Husqvarna and Malcolm Smith with a sixth-overall, first-250cc finish. "I was sixth in class at the first alternate gas," said Miller, "and I took the lead before the third gas. I had a good ride, and other than one flat tire, no problems."

Husky's Scot Harden returned to racing after the broken wrist he suffered in the Roof of Africa rally last September, moving up through the ranks for seventh overall and second 250cc. "My plan was to ride steady and see what I had to do. Right before the last gas I started catching Chris (Howard). Right before I caught Chris, though, Kent Miller just went right by me on the inside of a corner and I went 'Holy mackerel!' He bagged Chris and then I bagged Chris."

Howard was next in, taking third in class on the Tamm Racing/W.M. McLoud Corperation Honda. "The damping in the rear shock went away and as a result the back end was really kicking and the front end was a swapping a lot. The bike beat me to death, especially in the last section."

Despite the early rash of seizures, Summers continued on to win the 125cc class on the Cagiva/Pro Gas/Oury/DRS entry with a 15th overall finish. "I had a 400-yard lead at the bomb, but the bike seized right at the tires. Somebody had to tow me to get started again. I seized about four times because the jetting wasn't right, but the bike kept going. I rode pretty hard to get by everybody, but after that I paced myself and things went a lot better."

Davidson finished second, two positions back. "It was tough," said the Valley Plastering/Nevada Yamaha-sponsored rider, "Neat course, but tough. The competition was really good."

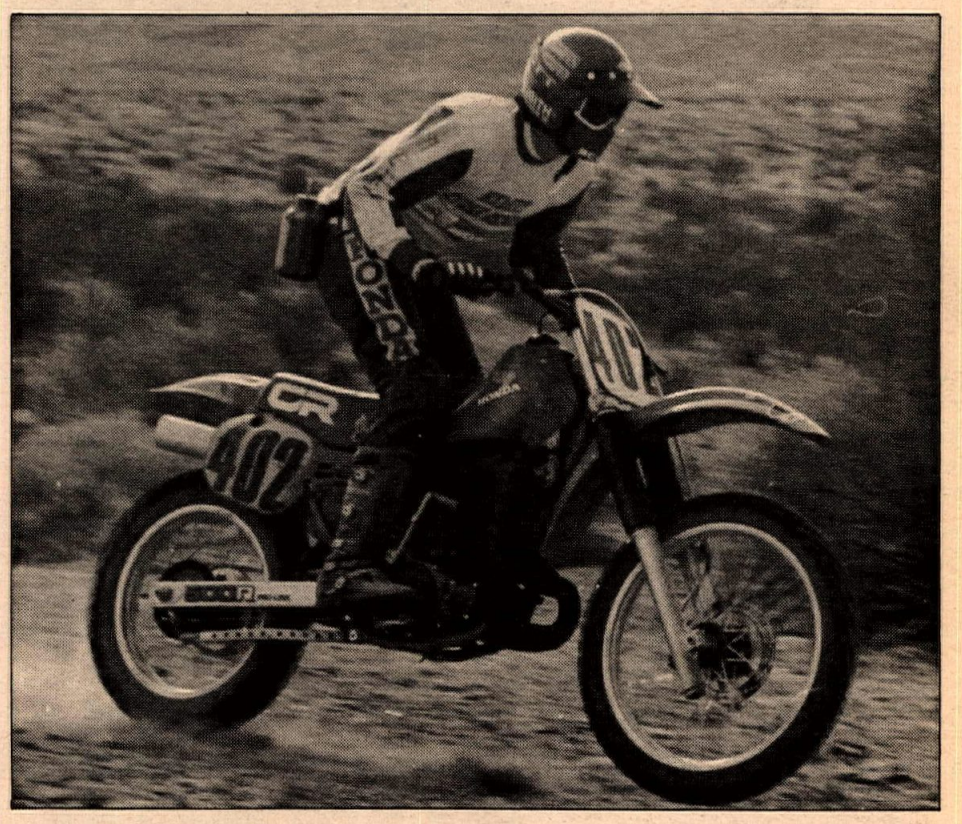
Sandwiched in between the small-bore pilots was Class 30 winner Subith, riding for Hemet Cycle Center and Bill's Carpet Car. "It was smooth all the way. I got off a couple of times, but other than that it was just cruising really." Six positions back, Sivon held his runner-up position, with Nevada desert legend Max Switzer winding up third.

Last-minute sign-up Jackson ended up winning the Class 38 battle for sponsors Up-Tite Husqvarna, Kern Sport Cycles and Maxima Oils. "I had a really good ride; one flat tire and that was it. Dave Miller got by me on the flat, but I snuck back by him. It was a really bitchin' course."

Miller finished second in class, just two minutes behind Jackson at the finish. Third went to Honda rider Joe Freedom.

About 32 of the 60-plus entries finished, not counting the ATVs, who had a tough time on the course. The first ATV finished almost three hours behind the first motorcycle. ●

Larry Roeseler said he got hung up in traffic early, but turned on the gas to eventually finish a close third.



Honda rider Steve Subith enjoyed a smooth ride to lead Class 30 all the way and take an easy win, six spots up on second.

Despite four seizures, Duane Summers won the 125cc class.

Results

OPEN: 1. Dan Smith (Hus); 2. Dan Ashcraft (Hus); 3. Larry Roeseler (Hus); 4. Carlos Serrano (Hus); 5. Kevin Steele (Hus).

250: 1. Kent Miller (Hus); 2. Scot Harden (Hus); 3. Chris Howard (Hon); 4. Scott Godfrey (Yam); 5. Danny Anderson (Hus).

125: 1. Duane Summers (Cag); 2. Bobby Davidson (Yam); 3. Ronnie Odom (Suz).

OVER 30: 1. Steve Subith (Hon); 2. Ed Sivon (KTM); 3. Max Switzer (Hus); 4. Mark Hardy (Hus); 5. Russ Jones (Hon).

OVER 38: 1. Richard Jackson (Hus); 2. David Miller (Hus); 3. Joe Freedom (Hon).

Former Honda factory rider Brian Myerscough manhandled his 265-pound White Bros.-prepped Yamaha thumper to the Open Pro win.

Husqvarna riders David Gerig (3) and Micky Dymond (51) put on a good show in the 500cc Pro class, with Dymond getting the overall victory.

(Left) Ron Lechien, on an XR Honda, was out of contention after a first-moto stall. (Right) Mini winner Rick Atkins did a few in-flight aerobics.

CMC Four-Stroke Nationals

Myerscough wraps up thumper win

By Kenneth Stein

CARLSBAD, CA, DEC. 18

Brian Myerscough led Carlsbad Raceway to its first "White" Christmas today during Continental Motorsport Club's Skoal Bandit, Pro-Tec-sponsored four-stroke championship, beating the talent-rich Open Pro class aboard his White Bros.-prepped Yamaha TT600.

The top three finishers in the Open Pro class and the top two in the 500 class, were the color of snow, as TT600 Yamaha has swept the Open class while a pair of the new Husky four-strokes led the 500s home.

Myerscough's bike was loaded with goodies from the "House of White," including a 35mm smooth-bore Mikuni, shock and fork kits, trick rims and spokes, a less restrictive air box and a radical cam.

Tom White was optimistic about Myerscough's chances on the kitted bike. "At around 265 pounds it's a little heavy, but it handles well and it's got plenty of power to make up for the extra weight. We could get the weight down easily next time."

Other teams had reason for pre-race optimism. Brad Lackey's ride, a Dallas Baker, Ron Wood-tweeked Rotax-powered ATK, featured the new generation Cal-fab swingarm. The engine ran strong despite its stock condition. Besides new clutch plates, the only thing changed in the Bombardier engine was the oil. The Lackey/Brian Manley camp felt the bikes had more than enough handling to make up for any power edge they might be giving away.

Ron Lechien's factory Honda camp was closed-mouthed about his ride, admitting to " 'slight' cam and valve spring modification, works forks, and an aluminum swingarm with a White Power shock."

They neglected to mention the removal of the compression release, the lack of which would prove to be Lechien's downfall.

Lechien holeshot the first moto with Brian Manley, Phil Larson, Myerscough and Lackey in tow. At the bottom of the uphill in the first lap, Lechien's high-compression engine stalled. Without the compression release, he lost a lap and a half trying to restart and the lead went to Manley.

Suspension problems ended Lackey's efforts two laps into the melee, and Yamaha-powered John Whelchel moved to fourth.

"White makes right" took on a whole new meaning as the Yamahas of first Myerscough, then Larson and, on the last lap, Whelchel got by Man-

ley for a 1-2-3 Yamaha finish.

Myerscough holeshot the second moto, with Lechien right behind. Although they remained close all race long, Lechien never got by, and they finished, far ahead of the pack, in the same order they started. Whelchel beat out teammate Larson for third, giving him second overall, while Larson managed third overall.

Lackey's last-minute scratch in the 500cc Pro class still left an impressive lineup of riders. David Gerig's Husky, virtually the same bike he captured the last four-stroke race at Saddleback on, led all the way in the first moto, with Micky Dymond, similarly equipped, glued to his rear finder for the entire dozen laps.

"We both took the same lines, so I never got a chance to pass him, "Dymond explained. Lap after lap Gerig shut the door on Dymond in what quickly became a two-man race.

Farther back in third, Eric McCraken, back on a Yamaha, held off "Mr. Bill" Jewell's Can-Am for two laps before dropping back. Jewell then captured third until the Honda of Kevin Hopkins shot by on the ninth lap.

The second moto started off the same way, with Gerig successfully holding Dymond off for most of the race.

"I dropped back so I could sneak up on him and get by," Dymond explained. "Then at the top of the hill I outbraked him and squared him off." From then on it was smooth sailing for Dymond.

Dymond thanked his sponsor, Up-Tite Husqvarna for supplying him with the factory-fresh ride and the race support.

Hopkins finished a distant third ahead of Bob Rutten's Honda and the Can-Am of Randy Norman. Norman was racing, despite doctors' advice, for the first time since breaking his leg.

"Roostin' Rick" Atkins led both motos of the Mini race. Keith O'Neal was Atkins' only competition all day, finishing second twice after some early dicing in both motos.

Robert Casas took the 500cc Junior class' first moto, followed across the line by Wayne McKelvey and Ron Bunn in a Honda-dominated race.

In the second moto, first McKelvey then Bunn got by Casas. First non-Honda across the line was the Yamaha of fourth-place Michael Vaillancourt.

The sidecar team of Bob Schnoor and Langosh rumbled past the Phillip Palfreyman/Perry Melillo pair after two laps in the first moto. The second moto was easier for the Schnoor/Langosh pair as they led the race flag to flag. ●

Results

OPEN PRO: 1. Brian Myerscough (Yam); 2. John Whelchel (Yam); 3. Phil Larson (Yam).
500 PRO: 1. Micky Dymond (Hus); 2. David Gerig (Hus); 3. Kevin Hopkins (Hon).
OPEN INT: 1. Brett LaFayette (Yam); 2. Ed Abella (Yam); 3. Jim Lundgren.
500 INT: 1. Bob Maxwell (Hon); 2. Larry Fife (Hon).
350 INT: 1. Vernon Gabbert (Hon); 2. Jim O'Neal (Hon).
250 INT: 1. Keith O'Neal (Hon); 2. Bob Carpenter (Hon).
150-200 INT: 1. Mark Kariya (Hon); 2. Kenny Grobe (Hon).
OPEN JR: 1. Jeff Bunn (Hon); 2. Frank Nenstiel (Yam); 3. Richard Marchotte (Yam).
500 JR: 1. Wayne McKelvey (Hon); 2. Robert Casas (Hon); 3. Ron Bunn (Hon).
350 JR: 1. Dan Morgan (Suz); 2. Eric Pifer (Hon).
250 JR: 1. Frank Raduziner (Suz); 2. Gary Thompson (Suz); 3. Ron Stevenson (Hon).
15-200 JR: 1. Steve Fernandez (Hon); 2. Frank Schettini (Hon); 3. Mike Zack (Hon).
VET SPORTSMAN: 1. 1. Peter Ford (DMY); 2. Roy Burton (Hon); 3. Danny Ashcraft (Hon).
VET MASTER: 1. Jim O'Neal (Yam); 2. Vernon Gabbert (Hon); 3. Tom White.
OT SPORTSMAN: 1. Gilles Vaillancourt (Yam); 2. Ron Fry (Yam); 3. Al Lyons (Yam).
OT MASTER: 1. Jim Saitone (Hon); 2. Chuck Minert (BSA).
MINI: 1. Rick Atkins (Hon); 2. Keith O'Neal (Hon); 3. Mike Baker (Hon).
SIDECARS: 1. Palfreyman/Melillo (Yam); 2. Schnoor/Langosh (EML); 3. Whitney/Cassidy (Yam).

Come See Ricky Graham's Honda debut! Don't miss Bubba Shobert and AMA Rookie of the year, Doug Chandler, both now on Honda!

CAMEL PRO

AMA Grand National/ Camel Pro Series Opener 31st Year!

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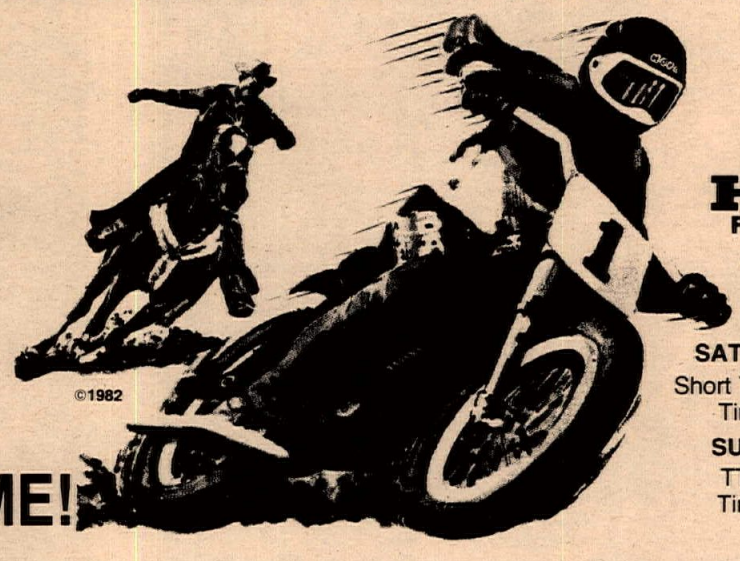

HONDA
FOLLOW THE LEADER

SATURDAY, FEBRUARY 4
Short Track Racing at 8:00 PM
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Mark Murphy (41) passed Ron Dunfee for second in the second moto of the Open Pro class. They finished in that order, 2-3 overall.

Double winner John Reinholt (163) leads Tom Rice (75) and Kenny Keylon (23) in 250cc Pro action.

(Above) First-turn action in the 125cc Pros finds winner Tom Rice (75) leading Eric Yarnell (70), Jeff Frisz (117) and Allen Semar (123). (Below) Rice and a friend, Michelle Putman.

Florida Winter Warm-up Series: Round 1

Reinholt, Rice romp at Gatorback

By Mike and Anne Adair

GAINESVILLE, FL, JAN. 1

Florida's John Reinholt and New York's Tom Rice kicked off the 1984 season with Pro-Am class wins in the opening series round at Gatorback Cycle Park. Honda-supported Reinholt, who topped both the 250 and 500cc divisions, said, "I trained hard for this and was in great shape, but I didn't count on the cold weather. It was hard to feel loose."

Rice, who added one 250cc moto win to his sweep of the 125cc class, said, "Kawasaki made me an offer I couldn't refuse. Mike Gray of Precision Performance has the engines screaming."

A total of 316 riders from 26 states, England and Canada were on hand for the AMA-sanctioned, Coca-Cola/Barry's Trailers-sponsored event.

One of the surprises was the switch of Florida's Ronnie Tichenor from Yamaha to Kawasaki. The new Kawasaki Team Green/Hi-Point/Scott/KRW rider made the transition impressive, sweeping the Mini A class. "The Kawasakis have very good power," said Tichenor. "We just got them and need to dial in the suspension."

British Mini Champion Paul Malin and his brother, Darren, looked forward to a pair of Florida races. Their father, who manages the Kawasaki Team Green Schoolboy program in England, said, "I'm afraid Darren broke his wrist in the first moto. We may go home early." Paul Malin raced well in the Mini B class, but Damon Bradshaw and Hank Moree went 1-2.

Harahan, Louisiana's Eddie Andry rode his Gulf Coast Kawasaki past Michigan's Ed Hieftje and roosted the rest of the 125cc B class for his final 125cc win in Florida.

Canadian Pierre Volicoeur blitzed his 125cc C qualifier and the final moto for the win. The Honda of Canada-sponsored rider said, "I won my class at Dade City (Florida) last night, too. I like Florida racing."

Pennsylvania's Robert Houston and Illinois' Mark Simonaitis led the 250cc B events. Glen Hoar put his Toys for Big Boys Honda ahead when it counted for the win. "I hate to leave the series," said Hoar, a Canadian, "but I'm going home to do some ice racing."

South Carolina's David Braswell split 250cc C wins with Canada's Lorne Banks, with the overall honors going to Braswell. "This is my first race since recovering from a foot

injury," said Braswell. "All of the bicycling and Nautilus training paid off."

Braswell, 30, also narrowly missed a win in the Senior class, tying Florida's Paul Eaton in points. Eaton's last lap pass over Woody Strickland earned him the overall Senior win.

Patty Lindell jumped up and down as her rider, Mike Holbrook, blasted to wins in the 500cc Novice motos. The Roswell, Georgia, resident said, "I'll be back for the Winter AMA Series."

Kawasaki Team Green's Rice wrestled out of the first turn with Brian Stanley and Labatt's Beer-sponsored Jeff Surwall for company on the 125cc class start. Stanley and Rice hooked up and led the first two laps, then Louisiana's Allan Semar pulled his Yamaha into second. Rice won over Semar and Stanley.

In moto two, Rice threaded through the pack for the win. Jordan, on a Ray Hempstead-tuned Yamaha, picked off Stanley for second and second overall. Stanley said, "Everything worked well except my forearms. They pumped up tight."

Reinholt and Rice matched up with Sinisalo/Scott/Yamaha-supported Kenny Keylon, Louisiana's Scooter Stafford, and Wendell Simmons in the 250cc showdown. Florida's Steve Pitts led lap one until Reinholt took charge, with Keylon and Rice on his fender. Rice took out Keylon and two laps later berserked an outside line to pass Reinholt for the win. Keylon said, "That guy on the Kawasaki (Rice) is good. This is my first race in some time. I've got a lot of things to sort out."

Keylon took the second moto lead from Suzuki-mounted Harold Neighbors, but Reinholt and Michigan's Dave Hollis took the point on lap three. Rice labored up to third place. "It was my fault," Rice explained. "The rear suspension was too soft." Reinholt won over Hollis and Rice.

Reinholt found a new challenge in the first 500cc moto — DG/Hi-Point/Yamaha-supported Mark Murphy. Murphy led for two laps before Reinholt took over and went on to win. Tim Dohm and Ron Dunfee took third and fourth, respectively.

Texas' Dunfee had a partial lap of glory in moto two, leading before Reinholt made his move. Reinholt won again, as Murphy drafted in second spot for second overall, with Dunfee, Dohm and Alam Crum rounding out the top five. Murphy said, "This is the Warm-up Series. We have a few minor adjustments to make."

Reinholt said, "I'm happy. I have good support from Honda, so all I have to do is win." •

Results

AMATEUR

MINI A: 1. Ronnie Tichenor (Kaw); 2. Curt Lieber (Kaw); 3. Kenneth Elwood (Yam); 4. Bobby Mann (Kaw); 5. Sean Dukes (Kaw).

MINI B: 1. Damon Bradshaw (Yam); 2. Hank Moree (Kaw); 3. Paul Malin (Kaw); 4. Bryan Smith (Kaw); 5. Ryan Smith (Kaw).

125cc B: 1. Eddie Andry (Kaw); 2. Ed Hieftje (Yam); 3. Martin Horik (Suz); 4. Tony Bullard (KTM) 5. Brian Kidd (Kaw).

125cc C: 1. Pierre Volicoeur (Hon); 2. Arthur Coker (Hon); 3. Ricky Newbern (Yam); 4. Graham Kimlder (Hon); 5. Jeff Mildrum (Yam).

250cc B: 1. Glen Hoar (Hon); 2. Mark Simonaitis (Hon); 3. Brian Simonaitis (Hon); 4. Robert Huston (KTM); 5. Brian Mollins (Hon).

250cc C: 1. David Braswell (Hon); 2. Lorne (Banks (KTM); 3. John Larhoyeux (C-A); 4. Robbie Whittington (Kaw); 5. James Gregory (Hon).

OPEN NOV: 1. Mike Holbrook (Hon); 2. Ed Hieftje (Mai); 3. Joey Biggers (Yam); 4. Kevin Brull (Hon); 5. Brad Sorenson (Hon).

SR: 1. Paul Eaton (Yam); 2. David Braswell (Hon); 3. Woody Strickland (Yam); 4. Kenneth Brown (Yam); 5. Larry Muldraw (Yam).

PRO-AM

125cc: 1. Tom Rice (Kaw) 1-1; 2. Karl Jordan (Yam) 6-2; 3. Brian Stanley (Yam) 3-4; 4. Allan Semar (Yam) 2-9; 5. Keith Fox (Hon) 4-7.

250cc: 1. John Reinholt (Hon) 2-1; 2. Tom Rice (Kaw) 1-3; 3. Wendell Simmons (Yam) 4-4; 4. Scooter Stafford (Yam) 5-7; 5. David Kelley (Yam) 10-5.

OPEN: 1. John Reinholt (Hon) 1-1; 2. Mark Murphy (Yam) 2-2; 3. Ron Dunfee (Yam) 4-3; 4. Tim Dohm (Yam) 3-4; 5. Alan Andreu.

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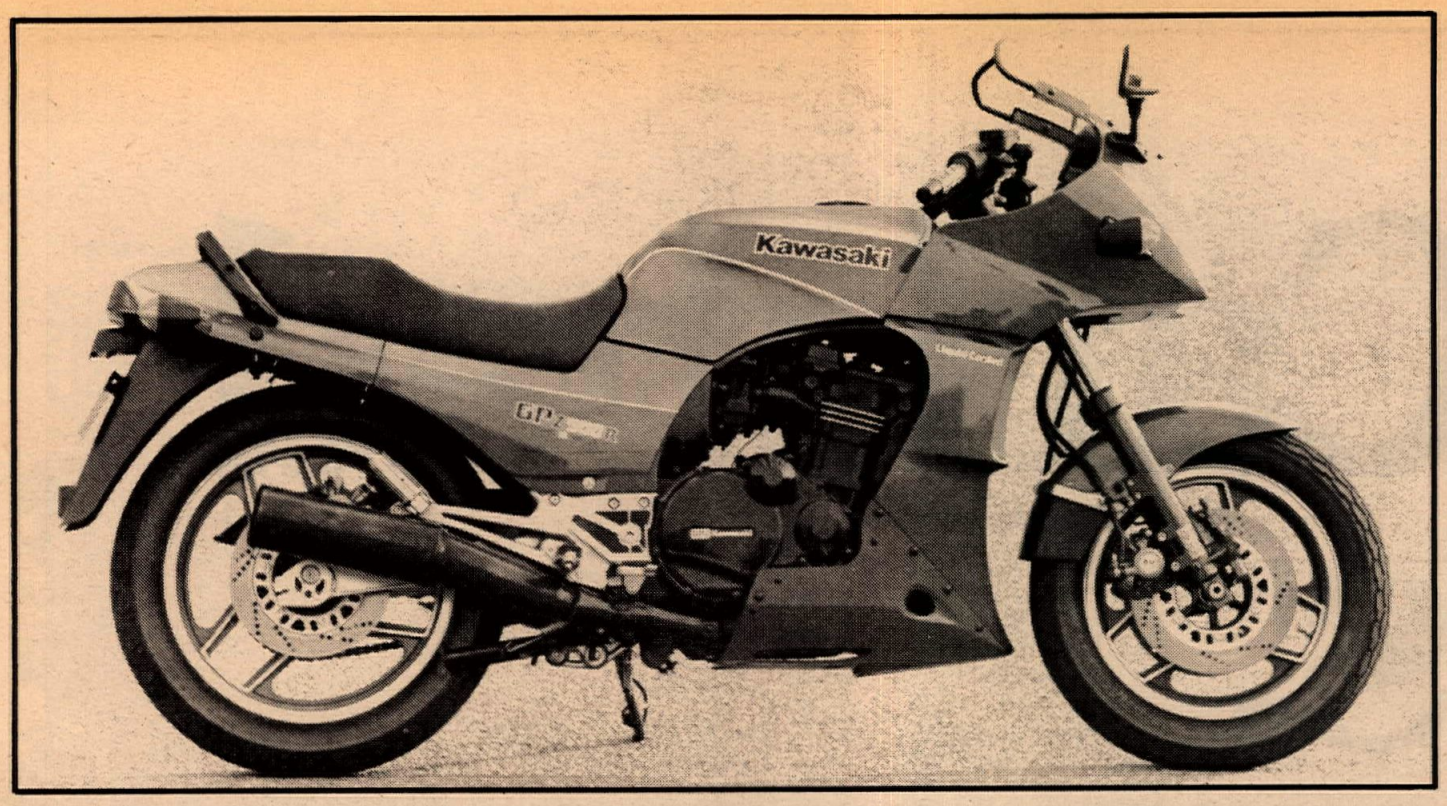
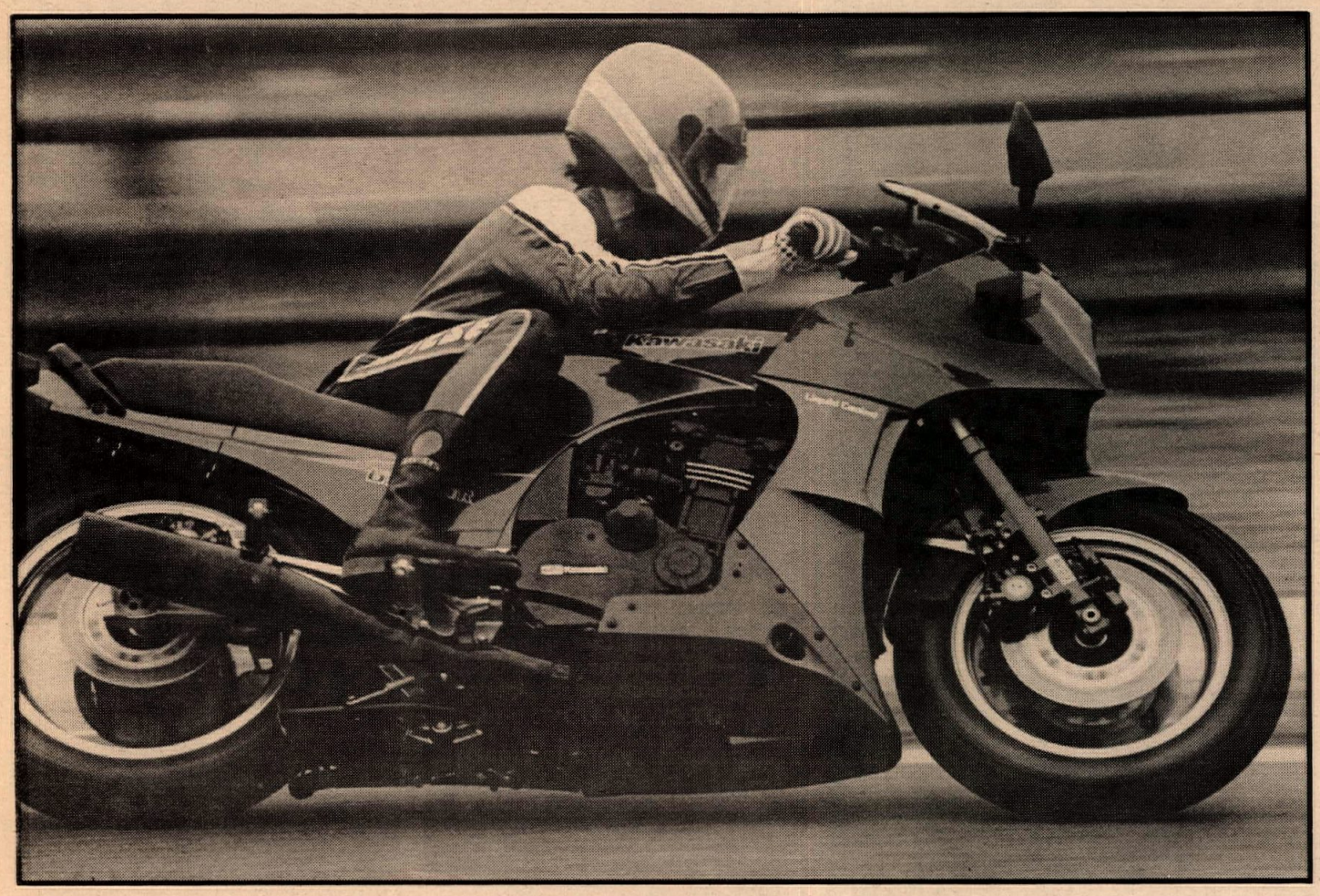




First impression: 1984 Kawasaki GPz900R

Enter the Ninja

By David Dewhurst
Photos by Tom Riles and Dewhurst

Kawasaki engineers don't hide the fact that they like performance. You need look no further back than to America's original muscle bike, the 900cc Z-1, their 500cc two-stroke triple or the latest bright-red GPz1100 for proof of that. So, when those same engineers unveiled the all-new GPz900R there was no real doubt about the bike's intended role. Kawasaki described the fully faired 900 as, "...having the performance of an 1100 and the agility of a 750." Plenty of motorcycle companies, including Kawasaki, have tried to make that same claim for their turbos. This time around though the folks at Kawasaki really seemed to believe it was true. "It's as fast as the Turbo and the 1100," said one excited designer. "It's the best-handling Kawasaki we've made," said another. They weren't joking.

Two days of racing around Laguna Seca were enough to convince journalists from around the world that Kawasaki has created one of the fastest street-legal motorcycles that ever turned a wheel. That wasn't much of a surprise considering Kawasaki's performance reputation. But what was surprising was the apparently conventional engineering that produced this two-wheeled rocket. Had this been any other Japanese manufacturer the GPz900R might have been powered by a V-4 motor and housed in a square-section tube frame. It might also have been controlled by a computerized brain and monitored by digital instruments. It isn't. Instead it's powered by a motor with a time-honored in-line-four configuration and doesn't have anything much more exotic than a new design of Keihin carburetor.

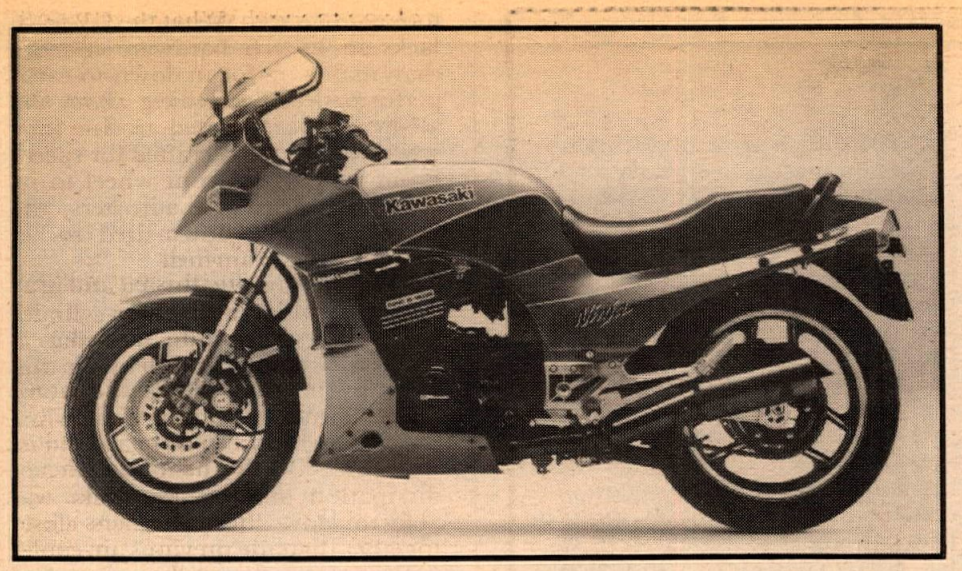
Don't let this apparent simplicity fool you though. What the GPz900R lacks in hi-tech hardware it more than makes up for in down-to-earth performance. Everything about the all-new liquid-cooled in-line four seems to have been crafted for speed. From its 16-inch front wheel to its concentric rear-axle adjusters, the latest GPz is a down-sized rocket waiting to be launched.

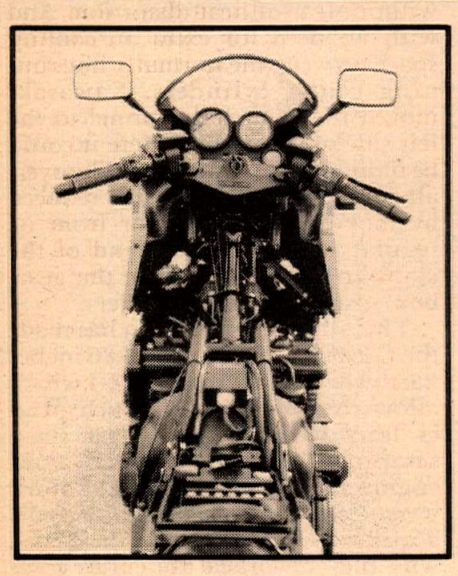
When you ignite this red and gray beauty a familiar in-line-four-cylinder motor roars into life. But that is where any similarities between this and any previous Kawasaki motor ends. The new GPz is the first in-line four to use liquid cooling around its iron liners. With this more efficient dissipation of heat, Kawasaki was able to move the wet liners closer together than the previous air-cooler without fear of heat distortion. And with no need for extra air-cooling space between the normally hot-running center cylinders, Kawasaki moved the cam-chain tunnel to the left side of the motor where it could be more easily maintained. The overall engine width was further reduced by moving the alternator from its regular location on the end of the crank to a position above the gearbox, just behind the cylinders.

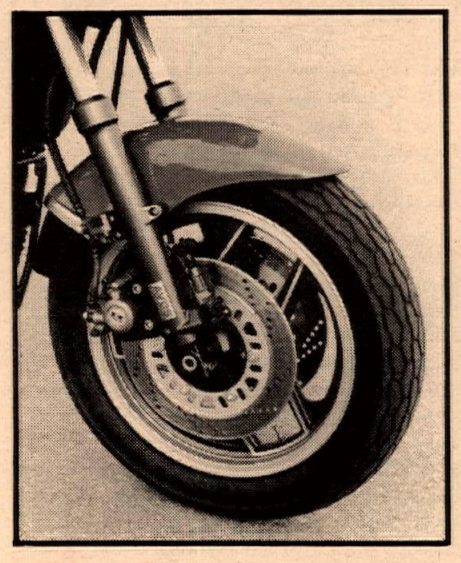
This slimming program has made the GPz900R an amazing 4.86 inches narrower than the original Z-1 which allows the bike to achieve much greater lean angles before metal starts scraping the road. But Kawasaki engineers knew that lean angles alone weren't enough to make the GPz900R a rocket to be reckoned with. That's why they reworked the entire combustion area of the motor to squeeze out enough power to bury most 1100s.

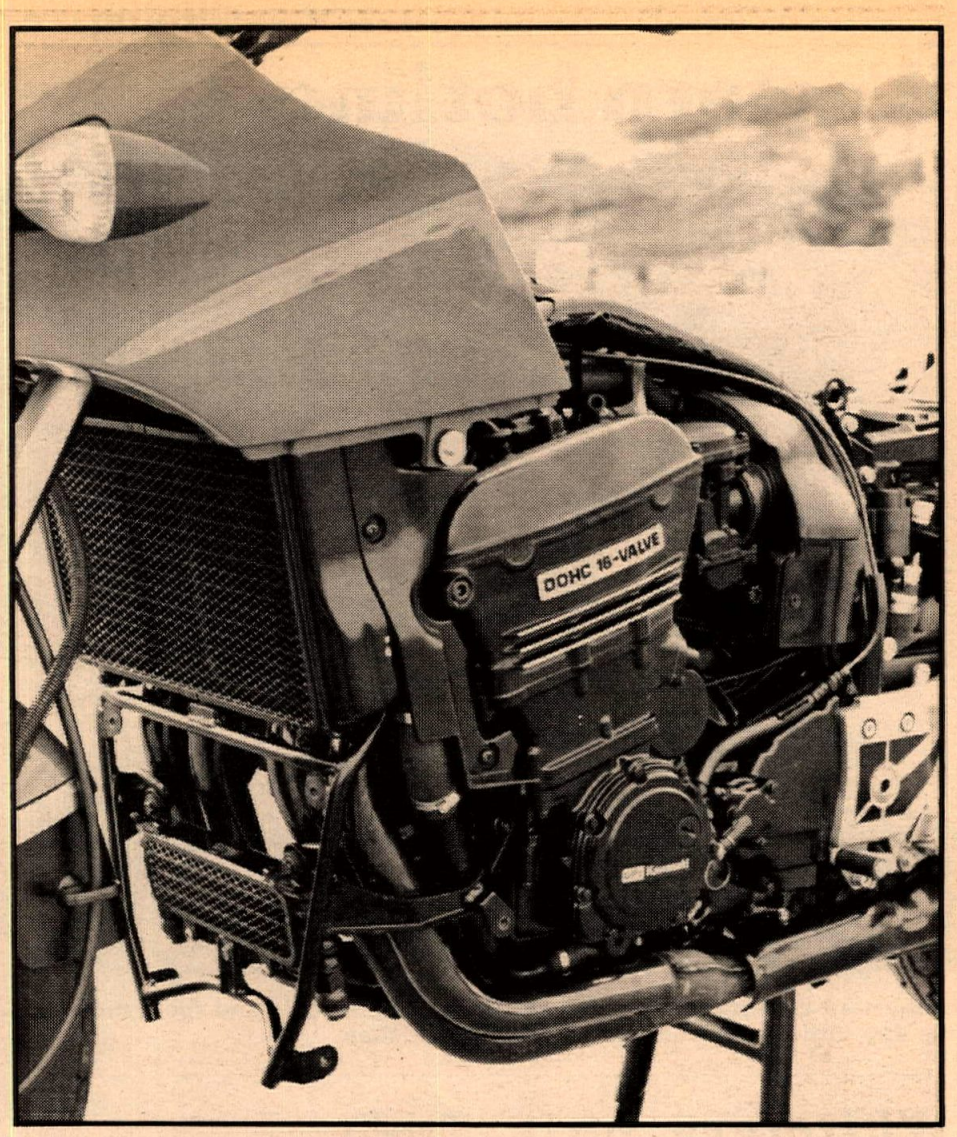
Inside each 72.5mm bore are four large valves with a narrow included angle (inlet 18.5 degrees, exhaust 16.4 degrees). Kawasaki claims this valve layout, combined with an 11:1 compression ratio and a relatively long valve-open duration gives greater breathing efficiency than any previous Kawasaki street motor. And you don't need to look at a horsepower graph to check that claim. Any piece of straight asphalt will confirm that with a claimed 112 horsepower at 9800 rpm, the GPz900R is a very fast motorcycle. You won't notice a sudden rush of power at any point in the powerband. Unlike the peakier Yamaha FJ1100, the Kawasaki just punches out a continuous, smooth rush of horsepower that is very easy to use. Around Laguna Seca's sweeping high-speed turns the 900 would, just as the excited engineers had predicted, easily stay with, and sometimes outhaul, both the 1100 and Turbo. And unlike both its peakier stablemates, the new 900R could be pushed harder on the exit of turns without fear of a sudden rush of power breaking the rear wheel loose. And in the less-predictable world of canyon racing that should prove to be a real advantage.

Kawasaki designers claim that the new Keihin carbs are partly responsible for this predictable power delivery. Described as a semi-flat slide design, the carbs have tiny slides that are too small to completely obstruct each carb's 34mm venturi. To take up the remaining space between slide and carb body, Keihin used flat extensions on either side of the slide at right angles to the direction of airflow. This unique design is claimed to improve throttle response and provide more efficient fuel flow at high speed. One designer also noted that carbs are considerably cheaper to manufacture than elaborate fuel injection systems pioneered by Kawasaki on the GPz1100. In an age of evermore elaborate designs, Kawasaki's cost-conscious approach is commendable. Better yet, the new carbs seem to









perform just as well as the all-electronic mixers on the 1100.

There wasn't much opportunity to simulate city riding at Laguna Seca, but deliberate attempts to fool the carburetion had no effect. It didn't matter what combination of throttle position, engine speed and load were applied, the 900R always carbureted just as smoothly as the fuel-injected 1100s on hand for comparison. The new 900 was also smoother and quieter than any other bike at the track. The GPz1100 sounded positively rattley compared to the muffled hum that managed to pass through the 900's liquid-cooling jacket.

Smoothness was a particular problem for Kawasaki designers when, in the interests of saving weight, they decided to use the new motor as a stressed member of the GPz's frame. Rubber motor mounts could not be used if the powerplant was to double duty as frame front downtube and engine cradle. With the cylinder head bolted directly to the frame just below the steering head and the gearbox bolted to the swingarm pivot area, a counterbalancer was the only way to reduce the effects of engine vibration. The 900R is the first in-line-four motorcycle engine to use a single counter-balancer. It's gear driven directly off the crank and spins in the motor's wet sump.

To further reduce frame weight Kawasaki uses large aluminum castings bolted to the frame backbone to provide outboard support for the aluminum swingarm. The remaining rear sectin of the frame, supporting the seat and rear fender, is a lightweight square-section unit that bolts up to the main frame. The entire structure does not appear to offer much rigidity but one fast lap of Laguna Seca proved that Kawasaki has produced a chassis that others will probably be judged by. The GPz900R can best be described as having the taut feel of a road racer, an attribute rarely present in road-going motorcycles. As a result, the new Kawasaki can be pushed hard over bumps and ripples without a weave or wobble. The same could not be said for the GPz1100 and 750 Turbo under the same conditions.

This firm feel can also be attributed to refinements in Kawasaki's Uni-Trak rear suspension and anti-dive front forks. The rear suspension has the same linkage below the swingarm as the other GPz models, connected to a single spring-and-air shock. Air pressure can be altered through a remote valve just above the swingarm pivot while a small knob alters the four rebound damping settings.

Even more elaborate is Kawasaki's new AVDS front fork. The Automatic Variable Damping System increases compression damping relative to the amount of travel and speed at which the fork compresses. After almost two inches of fork travel the main fork spring pushes against the AVDS valve sufficiently to restrict the flow of damping fluid. The damping rate continues to increase until late in the suspension travel when a second valve blows off to prevent a hydraulic lock in the system.

Just sitting on the bike and compressing the suspension gives no indication of how well the system works. Both ends of the 900R feel as plush as any suspension on the market. In fact, that's how it continues to feel as you roll along at around-town speeds. But the second you gain some speed and really start using the suspension the Kawasaki suddenly seems to stiffen up. Combined with the excellent chassis, this firm feel is ideal for go-fast riding. There is none of the bobbling and wobbling that many bikes exhibit when pushed to the limit and yet the ride never becomes uncomfortably harsh.

The AVDS fork does a pretty good job under heavy braking too. A big handful of front brake won't collapse the front end although the Kawasaki system still doesn't reduce dive as much as Honda's excellent TRAC mechanism. Then again, the 900R does have as much brake as you'll find on any street bike. The drilled double front discs have good feel and enough power to slow the bike even from racing speeds. Only after continuous stops from Laguna Seca's faster sections did the pads start to overheat, but that is far more abuse than even the fastest street ride could produce.

Dunlop's new 16-inch F17 front tire and 18-inch K727 rear are also more than up to the job of high-speed riding. They complemented the Kawasaki's racer-like feel perfectly and, to everyone 's surprise, they showed minimal wear after two days of race track testing.

About the only thing that the race track couldn't uncover was the street-riding practicality of the GPz's riding position. The comfortable new seat is just over an inch lower than the old GPz1100's so you feel to sit in the motorcycle more than other GPz's. The wide, sculptured gas tank is also taller than previous GPz tanks so there is a feeling of draping across the recessed filler cap to grab the cast aluminum bars. At speed the riding position felt very good, but many Americans will probably want less of a European crouch while they cruise the superslab.

But whatever the 900R lacks in a ride-to-work riding position it more than makes up for in what Americans love best: Horsepower. It's a red rocket in true Kawasaki tradition. And if you're wondering how fast a down-sized superbike can be, how does a 10.559-second quarter mile at 132 mph sound? That's what the bike is capable of in the professional hands of Pee Wee Gleason and that leaves plenty of room for even average riders to dip into the magical 10s. And don't forget that the GPz900R is almost as fast around turns as it is at the strip and that's what raises the bike above many so-called superbikes. It's truly super in every area and unlike the Turbos that were heralded with similar claims, Kawasaki's GPz900R really does combine the power of an 1100 with the agility of a 750. That's what makes the GPz900R a real superbike. •

Specifications

Engine

Type	Liquid-cooled four-cylinder DOHC four-stroke.
Displacement	908cc.
Bore x stroke	72.5 X 55.0mm.
Compression ratio	11.0:1.
Starting system	Electric.
Ignition system	C.D.I.
Transmission	Six-speed.
Carburetor	Keihin CVK34.

Frame

Type	Tubular diamond.
Front tire	120/80 V16 Dunlop.
Rear tire	130/80 V18 Dunlop.

Dimensions

Wheelbase	58.9 in.
Seat height	30.7 in.
Dry weight (claimed)	502.6 lbs.
Fuel capacity	5.8 gal.
Oil capacity	4.0 ltrs.
Suggested retail price	TBA

Western hotline

Many hard-core motocrossers ventured out in the cold and spent most of the day slithering around in the mud at Carlsbad.

Whitmore outwits DeAnza Intermediates

By Michael Gillies

SUNNYMEAD, CA, JAN. 2

Suzuki-Mounted Chuck Whitmore stunned a class of 10 125cc Intermediates by winning both motos with comfortable leads. It was a well-deserved win as Whitmore's competition was not a bunch of newcomers — many were seasoned Intermediates.

Malcolm Smith's David Church (Hon) holeshot the first moto with Oakley's Mike Fitzgerald (Hon) and Whitmore in tight formation. By lap two, the red machines were beginning to pull the pack, while Whitmore was feeling some pressure from Wafer Schaeffer (Hon) and MT Motorwork's Kevin Montgomery (Hon). Suddenly, an Open-class Intermediate took Church and Fitzgerald out by failing to make way for the eager 125 shoes. Fitzgerald recovered quickly to hold on to second while Church picked his scoot up in the third. *Cycle Guide's* Ron Lawson (Kaw), who was working his way up from a poor start, saw Fitzgerald and immediately got on the gas. Church was not to be counted out as he, in two laps, moved up to fourth behind Lawson. Lawson zapped Fitzgerald on the seventh lap and Church did the same one lap later making the order Whitmore, Lawson, Church.

Moto two saw Whitmore blast into the first turn with Schaeffer and Lawson in hot pursuit. Whitmore looked like he was running on pure adrenalin and was taking each turn the same way he took the first one —wide open. Lawson dispatched Schaeffer in by mid-race, and got by the Honda within a couple of laps, but was unable to gain any ground on Lawson, who was making a serious attempt to catch Whitmore. All attempts failed and Whitmore took first overall with his 1-1 score. Lawson's 2-2 earned him second while Church's 3-3 put him in third.

Results

PEE WEE 1: 1. David Cooke (Yam); 2. Chris Comer (Yam); 3. Summer Phinney (Yam).
PEE WEE 2: 1. Rodger Donahue (Yam).
PEE WEE 3: 1. Jason Lentz (Hon); 2. Mark Nelson (Suz); 3. Thomas Donahue (Yam).
JR CYCLES: 1. Dana Wiggins (Hon); 2. Jacob Swain (Kaw).
MINI BEG: 1. Richard Geraghty (Yam); 2. Pierre LaQuerre (Suz); 3. Brett Byard (Yam).
MINI NOV: 1. Mike Brooks (Yam); 2. Mitch Eber (Kaw); 3. Jeff David (Kaw).
MINI INT: 1. Larry Sayeg (Kaw).
125 BEG: 1. John Shaw (Yam); 2. Mark Flowers (Hon); 3. Mitch Eber (Hon).
125 NOV: 1. Richard Shaw (Yam); 2. Billy Nielsen (Hon); 3. Mike Paluzzi (Hon).
125 INT: 1. Chuck Whitmore (Suz); 2. Ron Lawson (Kaw); 3. David Church (Hon).
250 BEG: 1. Howard Craig (Yam); 2. Tim Dale (Cag); 3. Rick Smith (Yam).
250 NOV: 1. P. Dworshak (Suz); 2. Mark Wiedeman (Suz); 3. Jon Hall (Hon).
250 INT: 1. Tony Spear (Suz); 2. Mike Edmonds (Suz); 3. Tom Thomsen (Yam).
250 PRO: 1. Tim Cauby (Yam); 2. Marty Miller (Hon); 3. Craig Dale (Hon).
OPEN BEG: 1. Mike Michetti (Hon); 2. Robert VanDamme (Suz).
OPEN NOV: 1. Paul Dayton (Hon); 2. Tom Mayfield; 3. Jac Lawrence (Hon).
OPEN INT: 1. Pete Vetrano (Hon); 2. Rich Callahan (Hon).
OPEN PRO: 1. Bill Pelto (Yam); 2. Tom Combs (Kaw); 3. Ronnie Gibson (Hon).
VETS JR: 1. R. Mayfield; 2. Robert Cooke (Hon); 3. Bob Ziegler (Yam).
VETS INT: 1. Tom Sawyer; 2. Howard Keeling; 3. Dennis David (Yam).
VETS SR: 1. Jon A. Hall (Hon); 2. B.H. Lawrence (Yam); 3. Terry Whytal (Hon).

Nielsen nails Mini Expert win at DeAnza

By Michael Gillies

SUNNYMEAD, CA, DEC. 18

Kawasaki's Craig Nielsen, while vacationing here in California, piloted his KX80 to easy victories in both Mini Expert motos of DeAnza's weekly motocross. Although there was only three entries, Intermediate Larry Sayeg (Kaw) provided some serious competition for the Experts and helped turn a small class into a couple of exciting, eight-lap motos.

Oakley's Mike Fitzgerald, who is normally found on a CR125, borrowed a KX80 to give a visiting Nielsen someone to race against. 125cc Intermediate David Church, after a hard crash in his first 125cc moto due to a broken front axle, also borrowed a KX80 to brush up on his Mini skills.

Nielsen blasted to an early lead in the first moto followed by Fitzgerald. Church was relearning the handling potential of the small-bore machine by watching Sayeg from behind for the first few laps. Fitzgerald was pressuring Nielsen and had the speed to hold on to or maybe pass the factory-sponsored Expert, but contemplating a pass, Fitzgerald hit Nielsen's rear wheel and ended up taking a soil sample. Church's return to Mini racing was progressing a bit more successfully, as he passed Sayeg on the fifth lap and was going faster each lap. Nielsen settled down to a smooth, business like speed and had no problems crossing the finish line first with Church not too far behind. Fitzgerald rode the moto out in third.

One could call the start of moto two a toss-up; Nielsen reached the first turn first, but Fitzgerald struck his front wheel underneath Nielsen and out dragged him to the second turn. Church was once again looking for a line around Sayeg and was having the same problem he had in the first moto. Fitzgerald and Nielsen were putting on a good show by showing the spectators some of the best dicing of the day. On the third lap, Fitzgerald's borrowed scooter started swapping down a fast straight, totally breaking the concentration he needed to keep Nielsen's fast pace. Sayeg inherited second when a shook-up Fitzgerald decided he had had enough. Church and Sayeg were now the two to watch as Church looked determined to demote Sayeg back to Intermediate status. Church got by on the fifth lap and made it stick to the checkered flag, which had no effect on his 2-2 score, but probably made him feel better. Nielsen was first again, while Fitzgerald was third.

Results

PEE WEE: 1. Lee Ford (Yam); 2. Summer Phinney (Yam); 3. Mark Nelson (Suz).
MINI BEG: 1. Phil Lawrence (Yam); 2. Richard Geraghty (Yam); 3. Kelly Gelhaus (Yam).
MINI NOV: 1. Jerry Litteral (Yam); 2. Brad Edginton (Kaw); 3. Allan Brehm (Yam).
MINI INT: 1. Larry Sayeg (Kaw).
MINI EX: 1. Craig Nielsen (Kaw); 2. David Church (Kaw); 3. Mike Fitzgerald (Kaw).
125 BEG: 1. Anthony Magallanes (Hon); 2. Robert Moore (Hon); 3. David Hoffman (Hon).
125 NOV: 1. Richard Shaw (Yam); 2. Randy Lawrence (Yam); 3. Dean Keeling (Yam).
125 INT: 1. Alex Lopez (Yam); 2. Mike Magallanes (Hon); 3. Chuck Whitmore (Suz).
125 PRO: 1. Paul Thede (Suz); 2. T. Swartz (Hon).
250 BEG: 1. Greg Traver (Hon); 2. Ron Urman (Yam); 3. Eve Fiebrantz (Mai).
250 NOV: 1. Scott Quick (Hon); 2. James Wines (Suz); 3. Ken Neitzel (Suz).
250 INT: 1. Larry Benedict (Hon); 2. Tony Spear (Suz); 3. Todd Gibboney (Yam).
250 PRO: 1. Colin Ryan (Yam).
OPEN BEG: 1. Tim Harlow (Hon); 2. Mike Michetti (Hon); 3. Robert Van Dumme (Suz).
OPEN NOV: 1. Jeff Fahy (Hon); 2. Don Abdella (Mai).
OPEN INT: 1. Bill Pelton (Yam); 2. Pete Vetrano (Hon).
OPEN PRO: 1. Thomas Combs (Kaw); 2. Randy Skinner (Hon); 3. Eddie Michetti (Mai).
VET JR: 1. Kitty Mayfield (Suz); 2. John Flynn (Hon).
VET INT: 1. Scott Rissman (Yam); 2. Earl Shuler (Yam).
VET SR: 1. Buster Lawrence (Yam); 2. Ron Brehm (Yam); 3. Paul Wilde (Yam).

Lewis doubles Dunes Mini Experts

By Tom Corley

VALENCIA, CA, DEC. 18

The California Racing Club had their 1983 season finale on the Indian Dunes International track. After this event CRC plans to vacation for two weeks during upcoming holidays. Besides being the last race of the year, the day was also special because it was a qualifier for the Anaheim Stadium event. For Kyle Lewis the day was special because he clinched both the 80cc Stock and Modified Expert wins over close competitor Shaun Kalos.

Kyle "Phone Home" Lewis has managed to secure several fine sponsorships from Kawasaki, JT Racing and Kal-Gard. In the first moto of the 80cc Stock Expert class Lewis took the early lead and contined to hold it until the finish. Kalos followed in second place. On the track at the same time were some very fast Novice and Intermediate talent. In the final stock race it was Kalos taking the lead and this time Lewis had to work hard to catch up. While in the process of catching up Lewis had to work around some of the other riders on the track and got hung up behind Novice-rider Paul Vlach momentarily. By the end of the moto Lewis controlled the lead. Kalos was the runner-up again. Two firsts gave Lewis the top award over Kalos.

The 80cc Modified Expert class started off in favor of Kalos but then there was a turnabout. Kalos took the holeshot ahead of Lewis and lead briefly. Then Kalos dropped his Honda in the back section and gave the lead to Lewis. Remounting Kalos continued in second place.

Final moto action went completely in favor of Lewis. Pulling up alongside of Lewis at one point was fast Intermediate-rider Alan Pierce. Kalos faded back and didn't press Lewis this time. Once again two first-place wins earned Lewis the 80cc Modified Expert title over Kalos.

While participants were scarce in the 80cc Expert contests this wasn't true in the 80cc Novice races. There were thirteen sign-ups in the Stock class. Jammin' USA/Kal-Gard-rider Paul Vlach outrode Foothill Kawasaki-rider Mike Dawson in the first moto. However, Vlach went down in the final moto which allowed Dawson to have an easier time winning. Dawson's 2-1 tally earned him first place. Aaron Lewis was most consistent and hooked a pair of thirds for that position overall. Vlach still ended up with third place. The fourth and final trophy to be awarded went to Sean Blanchard.

Spectro-sponsored Sean Blanchard was the fastest off the line with the first moto of the 80cc Modified Novice race. Vlach was in pursuit and took over the lead while still on the first lap. It was Vlach, Blanchard and then Aaron Lewis maintaining the top three spots. On the last lap Lewis worked past Blanchard to swipe second place.

Blanchard took to the lead in the final moto over Vlach. On the second lap Vlach became the new leader. The race turned around once again when Vlach came to a slippery, sandy corner and dropped his bike. Blanchard regained the lead with this break. This was a tough section for the Mini riders and Aaron Lewis flipped his bike on this same section. No sooner did Blanchard regain the lead when mechanical troubles came about. His front brake lever fell off and Sean was seen pushing his bike back to the pits. Paul Matthews took advantage of the problems that Vlach and Blanchard experienced and he ended up with the moto win. David Bress came through in second ahead of Vlach and Lewis.

Even with a bad break in the final moto Vlach became the overall winner with a 1-3 tally. Matthews and his 4-1 tally earned second place. Lewis managed fourth with a 6-2 tally.

Results

PEE WEE: 1. Brad Schultz (Yam); 2. Jeff Willoh (Yam); 3. Tory Spurgin (Yam).
60 NOV: 1. Ryan Spurgin (Kaw); 2. Lenny Hones (Hon); 3. Nicky Mairose (Hon).

60 EX: 1. Bubba Erickson (Kaw); 2. Joel Tokarsky (Kaw).
80 STK BEG DIV 1: 1. Joey Abbinanti (Kaw); 2. Mike McBride (Hon); 3. Duan Voyer (Yam).
80 STK BEG 2: 1. Lance Goodman (Kaw); 2. Mark Easley (Kaw); 3. Robert Shipman (Yam).
80 STK NOV: 1. Mike Dawson (Kaw); 2. Aaron Lewis (Kaw); 3. Paul Vlach (Kaw).
80 STK INT: 1. Robert Hopkins (Kaw); 2. Scott Murphy (Kaw); 3. Steven Kotajarvi (Kaw).
80 MOD NOV: 1. Paul Vlach (Kaw); 2. Paul Matthews (Kaw); 3. Aaron Lewis (Kaw).
80 MOD BEG: 1. Lance Goodman (Kaw); 2. Stacy Lewis (Hon).
80 MOD INT: 1. Abel Gayton (Kaw); 2. Alan Pierce (Kaw); 3. Scott Murphy (Kaw).
80 MOD EX: 1. Kyle Lewis (Kaw); 2. Shaun Kalos (Hon).
125 BEG: 1. Randy Moseley (Hon); 2. Bill Carlson (Yam); 3. Curt Carpenter (Yam).
125 NOV: 1. Jimmy Lewis (Kaw); 2. Tim Telford (Hon); 3. Jason Davenport (Suz).
125 INT: 1. Rich Truchinski (Hon); 2. Gary Sailors (Suz); 3. Shaun Kalos (Hon).
125 PRO: 1. Erik Kehoe (Hon); 2. Bader Manneh (Kaw); 3. Larry Brooks (Hon).
250 BEG: 1. John Stewart (Hon); 2. Tom Baker (Kaw); 3. Mark Matteson (Hon).
250 NOV: 1. John Colabella (Yam); 2. Kris Wilcox (Hon); 3. Burt Ulmer (Yam).
250 INT: 1. Frank Costanzo (Hon); 2. Ron Economu (Yam); 3. Don Goettling (Suz).
250 PRO: 1. Russ Wageman (Yam); 2. Richard Sands (Hon); 3. Kevin Allman (Suz).
500 BEG: 1. Randy Kyhn (Yam).
500 NOV: 1. Craig Condway (Hon); 2. Ken Safford (Hon); 3. Darrin Yenzer (Hon).
500 INT: 1. Ron Lewis (Yam); 2. Scott Yenzer (Hon); 3. Joe Kehoe (Hon).
500 PRO: 1. Dave Fernandez (Suz).
VET JR: 1. Errol Leduc (Suz); 2. Chuck Dalton (Yam); 3. Dan Bolle (Yam).
VET INT: 1. Jim Smith (Yam); 2. Roland Thompson (Yam).

Gerig slithers to soggy-Sunday win at Carlsbad

By Kenneth Stein

CARLSBAD, CA, DEC. 12

The weatherman's forecast for more rain kept many riders from braving the already cold, muddy Carlsbad track today for Continental Motorsport Club's action. Enough riders, however, did venture out into the winter, Southern California style to make for a good half day of racing.

The Pros hit the soggy track first. The lone 125cc and 250cc riders joined the Open riders. Honda-mounted David Gerig jumped out in front at the start and held off Brian Manley's 4-stroke A-Trak Yamaha for half the race. A slip in the mud cost him four places on the sixth lap, as Manley, Curt Kadau on a YZ125 and Honda-rider Robot Rodgers slithered by. As most of the corners had only one traversable line, passing was difficult, and the top four finished in that order.

By the second moto the onslaught of bikes had squeeged off much of the wet, and the pace picked up a bit. Gerig jumped into the lead to start the moto, with Manley right behind. Gerig couldn't find the line through the last turn of the first lap, and got sideways with Manley right next to him. Manley took the lead before Gerig got straight, and it looked like the race would belond to Manley. He picked up the muddy ground he lost and tailed until the fifth lap.

"Brian's rear brake was out, so he was downshifting and using the four stroke's compression for braking," Gerig explained. "Then his shifter got so caked with mud he couldn't do that either, and I got inside at the top of the hill."

Kadau and Rodgers slid by the crippled bike before the checkers dropped, wrapping up the overall for Gerig.

The largest turnout of the day was in the 250cc Juniors, with eight men lined up at the gate. Rod Hamby's Yamaha led the crowd through the start before bailing on the second lap. Matt Lindsay passed Terry Sanderson to take over the lead. Sanderson sloshed by Lindsay on the last lap for a 1-2 Honda finish as Hamby battled back up for third. Sanderson and Hamby fought for the lead before Sanderson dropped back on the third lap. On lap four Lindsay slid by for second, but Hamby was long gone, and they finished in that order.

Larry Fife was caught in the 250cc Intermediate's first moto by Bill McIntyre's YZ on lap two and settled for second.

Fife holeshot the second moto and quickly pulled away from the pack. Never threatened for the lead, he made the victory look easy.

Kawasaki-rider Bret Anderson led the first Mini moto flag-to-flag. Brian Beck's YZ holeshot the second, but Anderson took over on lap one, and never let off for an impressive double win.

Results

OPEN PRO: 1. David Gerig (Hon); 2. Robot Rodgers (Hon); 3. Brian Manley (Yam).
250 PRO: 1. Brad Brown (Hon).
125 PRO: 1. Curt Kadau (Yam).
OPEN INT: 1. Robert Wilshire.
250 INT: 1. Larry Fife (Hon); 2. Bill McIntire (Yam); 3. Geoff Pittser (Hon).
OPEN JR: 1. Scott Larson (Yam).
250 JR: 1. Rod Hamby (Yam); 2. Matt Lindsay (Hon); 3. Terry Sanderson (Hon).
125 JR: 1. Alfredo Montrano (Yam); 2. Don Schwerbold (Yam); 3. Carl Scheidback (Hon).
MINI EX: 1. Brad Kadau (Kaw).
MINI JR: 1. Bret Anderson (Kaw); 2. Larry Lemire (Yam); 3. Kelly Pichel.

Swain sails to Corona MX win

By Nate Rauba

CORONA, CA. DEC. 16

Jacob Swain (Kaw) wrapped up the '83 season at Corona Raceway tonight in fine form; topping the Mini Beginner 12 and under class with a pair of wins. But the wins didn't come easy, for each time out he had to fight off the stiff competition.

Swain looked like he had the holeshot in moto one, but it was Fairway Yamaha's David Parker in the lead exiting the first turn. Swain pulled in behind and followed the Yamaha pilot for a couple of laps before making a move. On the third lap, Swain pulled alongside Parker and the two drag raced from turn to turn; Swain finally emerged in the lead. Now it was Parker's turn to follow and wait. On the final lap, he pulled his Yamaha up alongside Swain, but it was still the Kawasaki in the lead. After the charge, Parker appeared to have backed off slightly and Swain crossed the finish line a few seconds ahead.

Kal Gard's Robert Naber put his Kawasaki at the front of the pack at the start of the second moto. Swain was right on his rear fender, with Sunwest Yamaha's James McAndrews in third. Parker went down in the first turn and was out of contention. Again, Swain waited and followed then went by Naber at the end of the second lap to steal the lead. Naber was determined to regain first and pulled alongside Swain on the main straight but could not find a way to get by. Naber kept up the pressure for a lap until he dropped his bike rounding a corner allowing Swain to cruise to the victory. After picking himself up, Naber was able to hang on to second and finish as runner-up overall. Parker managed to work his way up to fourth after his first-turn fall and ended the night third overall.

In the 250cc Novice class, Jeff Stevens (Yam) put together two perfect motos to take the win. Stevens jumped to an early lead in the opening race leaving behind a first-turn pile up. Jim Stentz (Hon), Kevin Koeslag (Yam) and Anthony Garnica (T.G.&S. Equipment/Hon) made their way around the fallen riders and proceeded to fight over positions. By the third lap, Stevens was long gone but the battle still raged between Stentz, Koeslag, and Garnica. The three freight trained for another lap, each probing for the others' weakness, until Garnica got tired of being the caboose and went by on the outside of Koeslag. When the white flag came out, Garnica had taken second from Stentz, but as they came around for the checkered amongst heavy traffic, Stentz had regained his position and barely held off Garnica, who in turn had Koeslag on his rear fender.

Stevens once again grabbed the lead at the start of the second moto, followed by John Thomas (Yam) and Garnica. When they came around for lap two, Stevens had already built a decent lead over second-place Garnica, who was being chased by Stentz and Koeslag once again. Koeslag gave Garnica some heavy pressure before succumbing to the attack of Clay Stanford (Hon). On the fourth lap Thomas reappeared in third, having illegally passed Stanford by going off the track and riding around part of a whoop section to get by. Thomas was disqualified but kept going. A lap later Stanford went down when he clipped Stentz' rear wheel as the latter squeezed by on the inside. At the finish it was Stevens all alone, but second was close. Thomas had caught up to Garnica and was trying to get by, but the Honda pilot held him off and nearly took a trip over the bars as they crossed the finish line. Stentz officially took third, followed by Koeslag.

Craig Nolan took the first-moto win in the Mini Beginner class at the Dunes, but bad luck in the second moto dropped him to third overall.

Results

HIGH SCHOOL
MINI NOV: 1. Mike Wiese; 2. Billie Paugh ; 3. Mike Hudson.
100 NOV: 1. Billie Paugh; 2. Steve Foster.
125 NOV I: 1. Carl Benjamin; 2. Steve Baker; 3. Robert Darter.
125 NOV II: 1. Scott Fisher; 2. Steve Graham; 3. Ron Chacon.
125 SR: 1. Terry Szucsko; 2. Jason Rincon; 3. Wylie Eng.
175 NOV: 1. Kenny Collier; 2. Shon Esparza; 3. Chris Nugier.
175 SR: 1. Jason Rincon; 2. Wylie Eng.
250 NOV: 1. Steve Coster; 2. Steve Sequeira; 3. Kip Tremain.
250 SR: 1. Gary Renko; 2. Willie Musty; 3. Walter Elicker.
OPEN NOV: 1. Ken Owens; 2. David Taylor; 3. Matt Deming.
OPEN SR: 1. Willie Musty; 2. Walter Elicker.
UNATTACHED
PEE WEE: 1. Dana Wiggin (Hon); 2. Ben Phalen (Yam).
MINI BEG: 1. Jacob Swain (Kaw); 2. Robert Naber (Kaw); 3. David Parker (Yam).
MINI BEG: 1. Tony Fuller (Kaw); 2. Nick Morgan (Hon); 3. Shon Shafer (Yam).
MINI NOV: 1. Jerry Litteral (Yam); 2. Kevin Busey (Hon); 3. Evil Benjamin (Yam).
MINI INT: 1. Mike Burdette (Kaw); 2. Mike Wiese (Yam); 3. Jeff Capt (Kaw).
125 BEG I: 1. Anthony Magallas (Hon); 2. Brain Calhoun (Yam); 3. Tim Williams.
125 BEG II: 1. Philip Worster (Hon); 2. Allen Russell (Suz); 3. Steve Fields.
125 NOV: 1. Gary Lacy (Hon); 2. Don Feeley (Suz); 3. Richard Shaw (Yam).
125 INT: 1. Mike Magallanes (Hon); 2. Wafer Schaeffer (Hon); 3. Greg Bender (Hon).
125 PRO: 1. Vince McMahon (Yam); 2. Juan Belavidez (Cag).
250 BEG: 1. Rich Mihalie (Hon); 2. Bart Jordan (Hon); 3. Don Litteral (Hon).
250 NOV: 1. Jeff Stevens (Yam); 2. Anthony Garnica (Hon); 3. Jim Stentz (Hon).
250 INT: 1. Jason Rincon (Kaw); 2. Todd John (Hon); 3. Warren Bell (Hon).
250 PRO: 1. Vince McMahon (Yam); 2. Dale Dondale (Hon); 3. Gary Renko (Suz).
OPEN BEG: 1. Robert VanDamme (Suz); 2. Mike Rambo (Suz); 3. George Manning (Hon).
OPEN NOV: 1. Bill Mahoney (Hon); 2. Pete Smith (Suz); 3. Jeff Bragia (Yam).
OPEN INT: 1. Robert Tippit (Kaw).
VETS: 1. John Donawson (Hon); 2. Tom Sawyer (Hon).

McMahon, Palmer capture wins at Saturday Saddleback MX

By Tom Corley

IRVINE, CA, DEC. 11

With an 80 percent chance of rain there was still a pretty big turnout for the California Racing Club motocross at Saddleback. It was worth while because it was clear and the track was moist all day. The rough, cobby sections and knee-high, monorail berms helped to make a great track.

The president pays tribute to the king.

It's official.

After 15 years of ruling the racetracks, King Kenny is hanging up his crown.

He's retiring from the international Grand Prix Series. An event of such magnitude, even the White House took notice.

But he'll still be very much involved in making motorcycles go fast, competing in a few selected races both here and abroad. And acting as senior consultant on Yamaha's performance street bikes.

But Kenny intends to make his biggest contribution to the sport by working to make motorcycle racing as popular in the United States as it is in Europe.

And along the way, he hopes to encourage more Americans to experience the pure fun of motorcycling. A trademark of Kenny's riding style which has been appreciated by all his fans.

Including, it seems, the President.

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DEAR KENNY:

I AM HAPPY TO SEND GREETINGS AND CONGRATULATIONS AS YOU ARE HONORED BY YOUR MANY FRIENDS AND ADMIRERS ON YOUR RETIREMENT FROM MOTORCYCLE COMPETITION.

YOUR CAREER AS A MOTORCYCLE RACER HAS THRILLED AUDIENCES FOR MANY YEARS. MAY YOU MEET WITH MUCH SUCCESS IN FUTURE ENDEAVORS.

WITH EVERY GOOD WISH AND, AGAIN, CONGRATULATIONS.

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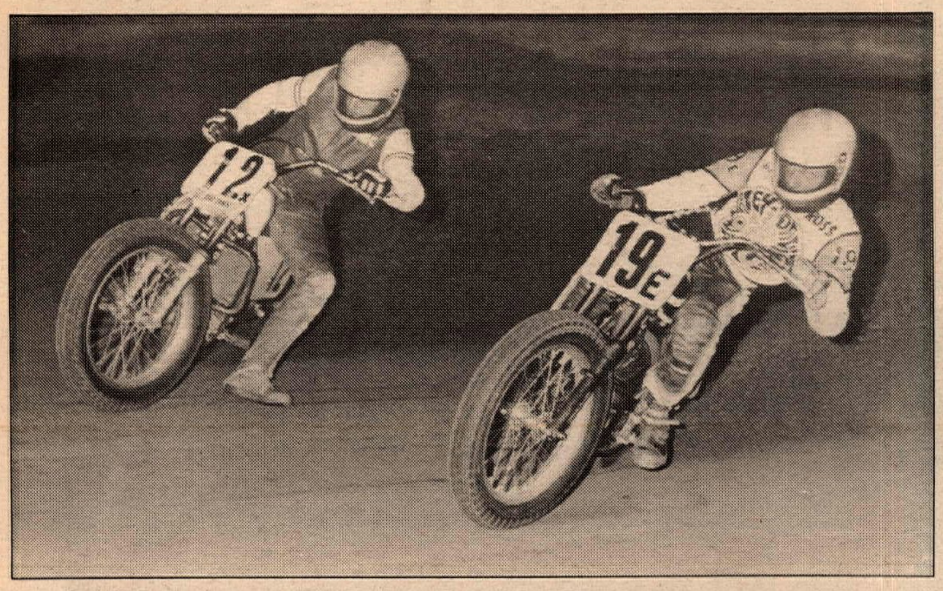


Ross Klatt (19E) topped the 250cc Short Track while Don Nordstrom (12) took third. Klatt also finished second in the Open Money TT.

The first 125cc Pro moto saw Doug O'Donnell getting the holeshot with Malcolm Smith-rider Vince McMahon and Cagiva's Ron Turner close behind. The race turned into a good battle between McMahon and Turner with McMahon being the victor.

In the final moto, Turner took the holeshot only to ride half the race. Ron Turner had to pull off because his wrist started giving him trouble due to an injury months back. McMahon took over where Ron Turner left off and took the moto win. On the payoff list it was McMahon, O'Donnell and Brand Johnson.

In the 250cc Pro battle it was Mike Fisher and McMahon trading wins. Fisher on his Maxima/JT-sponsored Honda took the top honors with a 2-1 tally. McMahon was second with a 1-2 tally. Turner had a consistent pair of thirds for third place. Missing out on the money were fourth and fifth place riders Ian Fitz-Gibbon, riding for Rustan Yamaha, and Gary Renko, Long Beach Suzuki backed.

The racing was good in the Beginner, Novice and Intermediate classes because it was a qualifier for the Anaheim Amateur Supercross. In the 125cc Intermediate class "Jon-Boy" Barrick came from mid-pack in both motos to take second place. The top trophy went to Jimmy Palmer who swept both motos aboard his Rincon Kawasaki. Second-place overall went to Barrick on his Mid-Cities Honda. Gibert Valdez held a 5-3 tally which was good for third overall. Kawasaki of Riverside-rider Terry Szucsko has graduated from the 80cc Intermediate class and is attacking the 125cc Intermediates. Terry had a fine third place in the first round but took a seventh in the final moto. His 3-7 tally earned him fourth place. Rounding out the top five was *MOTOCROSS ACTION MAG*-rider Alan Olson.

Results

60 NOV: 1. Ryan Doty (Kaw); 2. Timmy Olson (Yam).
60 INT: 1. Dana Wiggin (Hon); 2. Moose Wine (Kaw).
60 EX: 1. Bubba Erickson (Kaw); 2. Joel Tokarsky (Kaw); 3. Matt Foster (Hon).
80 STK BEG: 1. Robert Shipman (Yam); 2. Mike McClain (Yam); 3. David Wodaszewski (Kaw).
80 STK NOV: 1. Sean Blanchard (Kaw); 2. Scott Sutton (Kaw); 3. Don Burke (Kaw).
80 STK INT: 1. David Foltz (Kaw); 2. Mike Sandoval (Kaw); 3. David Bone (Suz).
80 STK EX: 1. Thayne Zito (Kaw).
80 MOD NOV: 1. Don Burke (Kaw); 2. Chris Young (Yam); 3. Chris Broders (Kaw).
80 MOD INT: 1. Scott Murphy (Kaw); 2. David Bone.
80 MOD EX: 1. Jeff Barbacovi (Yam); 2. Thayne Zito (Kaw).
125 BEG: 1. Loren Pochirowski (Hon); 2. Ron McKiernan (Hon); 3. Bill Gilbert (Yam).
125 NOV: 1. Roy Chambers (Yam); 2. Deron Wilson (Hon); 3. Tim Inman (Suz).
125 INT: 1. Jimmy Palmer (Kaw); 2. Jon Boy Barrick (Hon); 3. Gilbert Valdez (Suz).
125 PRO: 1. Vince McMahon (Yam); 2. Doug O'Donnell (Suz); 3. Brand Johnson (Suz).
250 BEG: 1. John Stavros (Hon); 2. Richard Ockie (Yam); 3. Ken Faught (Yam).
250 NOV: 1. Mike Conner (Hon); 2. Bob Pudat (Yam); 3. Tom Duddey (Hon).
250 INT: 1. Ron Economu (Yam); 2. D.J. Hulen (Yam); 3. Chris Shaw (Suz).
250 PRO: 1. Mike Fisher (Hon); 2. Vince McMahon (Yam); 3. Ron Turner (Cag).
500 BEG: 1. Randy Kyhn (Yam); 2. Raymond Falcon (Yam); 3. Barry Logan (Hon).
500 NOV: 1. Troy Carson (Hon).
500 INT: 1. Casey McCoy (Hon); 2. Ed Walters (Yam); 3. Ruben Falcon (Yam).
500 PRO: 1. Craig Cable (Hon).
VET JR: 1. Greg Preston (Hon); 2. Al Lyons (Hon).
VET INT: 1. Ray Swanson (Hon); 2. Dennis David (Yam).
VET EX: 1. Dennis Cox (Yam); 2. Jody Weisel (Hon); 3. Rick Watson (KTM).

Nolan and Lewis style through year-end mudbath

By Tom Griffith

VALENCIA, DEC. 11

American Motocross Enterprises hosted its final race for 1983 today on the Shadow Glen Track at Indian Dunes Cycle Park. Highlighting the Mini-cycle wars was a fierce battle between Yamaha-mounted Jason Yoshida and Susuki-pilot Craig Nolan.

Emerging in the lead of lap one, Yoshida was hotly pursued by the constantly improving Nolan. Nolan raced with a solid, confident style and managed to avoid getting tagged by the Dunes "Sandman" out in the river section. At mid-race Nolan assumed the lead and stretched it into a clean win at the checkers.

As moto two of the Minis got underway, Yoshida and Nolan both found themselves far back in the pack. The jitters of moto one overcome, Craig Nolan displayed his ability to ride smooth and fast and again challenged for the lead. Nolan, finishing 1983 in a very respectable 19th place for the Minis, pushed his RM80 back to the front only to get caught in slower traffic out in the wash and stall in the water. Meanwhile, Yoshida's Yamaha, the KX of Roger Dogyrell and the Suzuki of Henry Barbee moved on past leaving Nolan back in about sixth place. As the RM80 of Barbee slipped into the lead, Yoshida moved ahead of Dogyrell for second. Fighting back with but a few laps before the checkers, Nolan pushed his brother-sponsored Suzuki into a very respectable fourth and a third overall behind Barbee and Yoshida.

The last race of the day belonged to the 125cc Beginners and Vets as a combined class. Gating first, the Vets charged down the start chute and disappeared into the trees with Ken "Fifi" Shepard grabbing the holeshot. Shepard is now riding with the Vet Experts having been 1983's Vet-Junior top point getter. Hot on Fifi's tail was regular Vet Expert Bob Dunham riding for Dick Allen Yamaha/Honda. On lap two Dunham powered past Shepard in the wash section and held on until lap 5. Falling back, Dunahm had to settle for fourth behind a fast Charlie Spellman, Vet-Int. rider Jim Smith and Fifi. With a DNF for Fifi in moto two, the finishing order remained the same and Spellman took home the brass.

But the real excitement in the 125cc Beginner/Vet go, was provided by Kal Gard/ND/Kawasaki Central-rider Jimmy Lewis. In only his second race on the KX125, Jimmy finished about a half lap up on the Beginner field and was challenging the Vet Experts for the front-runner positions before half-way in both motos. Even with the bike steering a little weird, Lewis flew to first overall and an immediate move to the Junior ranks. The weird steering turned out to be a flat tire. Finishing second and third was the Honda of Luiz Pareto and the Honda of Billy Eichenoffer.

Results

PEE WEE: Jeff Willoh (Yam); 2. Pat Wade (Yam); 3. Jay Theys (Yam).
JR CYCLE: 1. Jeff Willoh (Kaw); 2. Pat Wade (Kaw); 3. Brad Schultz (Kaw).
MINI BEG: 1. Henry Barbee (Suz); 2. Jason Yoshida (Yam); 3. Craig Nolan (Suz).
MINI JR: 1. Aaron Lewis (Kaw); 2. Mike Crosby (Yam); 3. Mark Easley (Kaw).
MINI INT: 1. Ronnie Densford (Hon).
125 BEG: 1. Jimmy Lewis (Kaw); 2. Luiz Pareto (Hon); 3. Billy Eichenoffer (Hon).
125 JR: 1. Peter Whitwell (Hon); 2. Jim Ryder (Suz); 3. Jerry Sherer (Kaw).
125 INT: 1. Mike Hughes (Suz); 2. Jim Spotts (Suz); 3. Gary Sailors (Suz).
250 JR: 1. Buckwheat Lange (Hon); 2. Richard Inzunza (Hon); 3. Mike Hawks (Yam).
250 BEG: 1. Keith Smart (Hon); 2. Ernie Hendricks (Yam).
250 PRO: 1. Jim Holley (Yam); 2. Blake Reynolds (Mai).
500 JR: 1. Blake Reynolds (Mai); 2. Dave Hoska (Hon).
VET JR: 1. Danny Bolle (Yam).
VET INT/EXP: 1. Charlie Spellman (Yam); 2. Jim Smith (Yam).
ATC 200: 1. Keith Lucas (Hon).
ATC 250: 1. Mike Olmstead (Kaw); 2. Jerry Ham (Kaw); 3. Rod Menefee (Hon).
ODY: 1. John Ellingson.

Hames, Ely tops at Corona flat track

By Elaine Jones
Photo by Dan Mahony

CORONA, CA, DEC. 10

Anyone who thought Flattrack was a dying sport would have thought differently if they were at Corona Raceway Saturday for the second Triple Header. More than a 170 riders showed up to take on the quarter mile, TT and half mile and they had some fantastic tracks to play on. Pete Hames and Rob Ely were the big winners in the Money Divisions with each picking up two.

Pete started things off on the Open Money Short Track where Chris Cannon got off on top and held it for two laps before Hames found the line to get around him. From there on out Hames was set, but Cannon had to deal with Rob Ely, who was putting on the pressure. It paid off for him on the sixth lap and he locked into second holding off Cannon to the checkered. Hames collected win number two in the Open Money Half Mile. A field of eight came to the line with three Harleys, three Yamahas and two Rotax making up the battle of the machines. It was Hames wire to wire in this one as he left the battling to those that were behind him. Cannon was off second with Danny Perkins third and Roger Thompson fourth. On the second lap, Perkins took over second and one lap later Thompson moved into third. The three Harleys were in front on a track that was made for them. Thompson gave Perkins a few shakey moments as he kept the pressure on the full ten laps, but Perkin's seasoning worked well for him and he was able to hold him off for the second spot. Jeff Springman got by John Lundgren on the White-flag lap to pick up the fourth.

Rob Ely picked up the 250cc Money win but he had more than enough competition from Ross Klatt. Klatt got the nod off the line and held it for two laps before Ely took the chance that put him in front. Klatt came right back but just couldn't get the edge he needed to take over the lead again. Rich Sweaney giving the Pro ranks a go gave a very good account of himself as he picked up the third. The Open Money TT was the second win for the Bakersfield ace, Ely and Sweaney went wire to wire. Hames, who took a nasty spill on first lap, which necessitated a restart, had problems getting things together; by the time he got everything working and was closing the gap, the checkered was out. Chris Cannon who had been in the hunt all night long had to settle for third after holding Hames at bay for five laps.

Ross Klatt was the only other Money winner as he picked up the 250cc Short Track. Klatt was not to be denied in this one as he got an excellent start, did a great job of riding defensively and keeping Rob Ely behind him the full distance. Bruce Nordstrom was third in this one.

Don Meiner celebrated his first night as an eligible NSOTHG racer by winning all three. He topped Ken Barrow and Stan Sweaney in the Short Track. Jerry Greer and James Reed in the TT and Stan Sweaney and Al Maglietto on the Half Mile. He also added a second-place finish to Bob Graves in the Open Amateur Short Track for a full nights work.

Dana Dumond, who has been competing at Corona Raceway for a long time and long overdue, had everything together Saturday night and came up with a sweet win in the Open Amateur Half Mile. Dana, who picked up Riverside M/C as a sponsor, looked like a winner as he went wire to wire with Bob Graves nipping at him all the way. Keith Peel another Riverside M/C-sponsored rider was right there for the third.

Riders seize through NMA Santa Claus Motocross

By Tom Corley

VALENCIA, CA, DEC. 11

The annual Santa Claus Grand Prix had a change of title as it is now called the Santa Claus Motocross. Along with the name of the event, the National Motorcycle Association changed the starting point from across the Shadow Glen course to the sandwash behind the International track. Remaining the same was a long, grueling 45-minute moto that many barely started before they experienced seizing motors.

The first event of the morning was for the 125cc Stock Novice, Interme-

diate and Pro riders. Top Intermediate-rider Billy Frank didn't make it to the starting line as his Yamaha seized during practice. Frank was not the only competitor who was shot down this way. Shaun Kalos from Litchfield Park, Ariz. would be considered by most to be too small to ride a 125, yet he surprised the combined pack as he mounted aboard a Honda 125 with repositioned pegs. Kalos rode like a Pro and led not only his Intermediate class but the Pro riders which included Larry Brooks. Unfortunately, the Honda of Kalos seized and he was forced to push it back.

With Kalos out of the running it was the Honda of Brooks that led the way and took the Pro victory over Ken "KC" Campbell. "Wild" Willie Surratt pulled off the Intermediate victory over Jeff Segale and Jeff Reynolds. The top 80cc Expert rider Reynolds was new to the 125cc lineup just like Kalos, though Reynolds appeared tall enough for the larger machine. Right behind those Intermediates came the Novice class which was headed by Steve Kendall over Bill Waltman and George Vlach.

The Junior Cycle Stock class was almost a total Kawasaki affair with nine out of the 12 riders on green machines. Early Bird Racing USA riders were right on top from the start with Buddy Antunez and Richard Saxton taking the top spots. Saxton, aboard his Kawasaki of Las Vegas bike, would start to gain on Antunez but dropped back slightly. Antunez took the clean win over Saxton, who just recently switched to Kawasaki after being a Yamaha rider for years. The other battle that took place was between John Shaver and Jesse "The Bandit" James. Third place went to James who prevailed over Shaver. James had several impressive finishes in Grand Prix racing throughout the month as he won the Chuck E. Cheese and the Merry Christmas Grand Prix at this park.

Jimmy "Monkey" Button rode the sole Honda against a pack of Kawasaki riders in the Junior Cycle Modified contest. Seizing was not Button's problem but instead he had trouble with the deep, sandy turns. Jimmy held the lead until his front wheel sunk in the sand and he dropped his bike. Richard Saxton plowed by him to take over the lead. Jesse James was then in second place. James started to battle with Saxton but dropped back. Button fell once again on the same sandy corner. By the end of the race, Saxton held a secure lead. Button moved up to second place with James dropping back to third. •

Results

PEE WEE: 1. Michael Gilbert (Yam); 2. Pablo Lara (Suz); 3. Jay Theys (Yam).

JR CYCLE STK: 1. Buddy Antunez (Kaw); 2. Richard Saxton (Kaw); 3. Jesse James (Kaw).

JR CYCLE MOD: 1. Richard Saxton (Kaw); 2. Jimmy Button (Hon); 3. Jesse James (Kaw).

80 STK 9-11: 1. Steve Kotajarvi (kaw); 2. Jimmy Button (Hon); 3. Damon Watkins (Kaw).

80 STK NOV 12+: 1. Paul Vlach (Kaw); 2. Danny Lamb (Suz); 3. Jody Tapia (Kaw).

80 MOD NOV 9-11 & 12+: 1. Steve Kotajarvi (Kaw); 2. Jimmy Button (Hon); 3. Paul Vlach (Kaw).

80 STK INT 12+: 1. Shane Trittler (Kaw); 2. Abel Gayton (Kaw); 3. Colin Karcher (Kaw).

80 MOD INT 12+: 1. Colin Karcher (Kaw); 2. Jeff Mabery (Kaw); 3. Shane Trittler (Kaw).

80 STK EX: 1. Eddie Hicks (Yam); 2. Mouse McCoy (Kaw); 3. Bob Moore (Kaw).

80 MOD EX: 1. Bob Moore (Kaw); 2. Eddie Hicks (Yam); 3. Mouse McCoy (Kaw).

125 STK NOV: 1. Steve Kendall (Suz); 2. Bill Waltman (Suz); 3. George Vlach (Yam).

125 MOD NOV: 1. Bill Waltman (Suz); 2. George Vlach (Yam); 3. Steve Kendall (Suz).

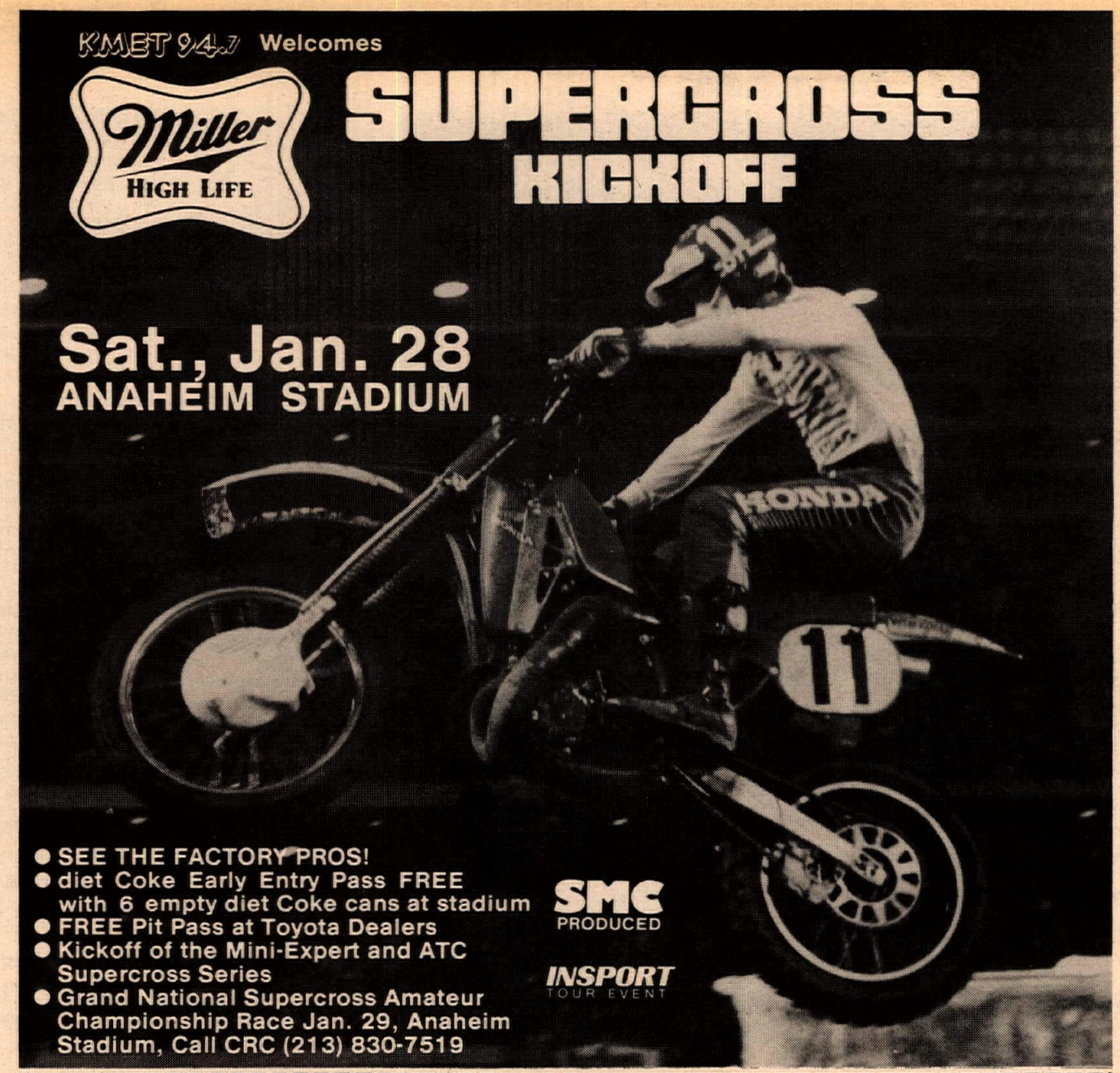
125 STK INT: 1. Willie Surratt (Hon); 2. Jeff Segale (Suz); 3. Jeff Reynolds (Hon).

125 MOD INT: 1. Willie Surratt (Hon); 2. Jeff Reynolds (Hon); 3. Greg Flanagan (Kaw).

125 STK PRO: 1. Larry Brooks (Hon); 2. Ken Campbell (Kaw).

250 AM: 1. Tony Botti (Yam); 2. Kevin Fringer (Yam); 3. Bruce Abbott (Suz).

250 PRO: 1. Phil Larson (Hon); 2. Robert Laughlin (Kaw).



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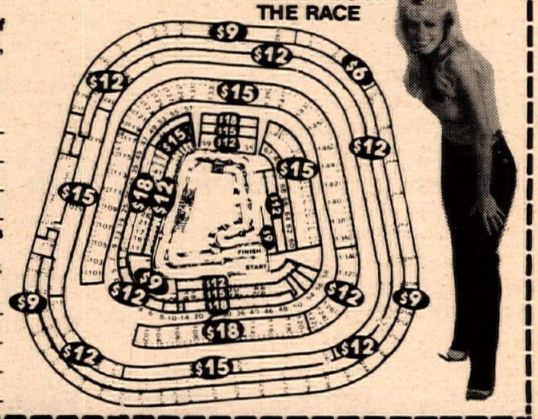

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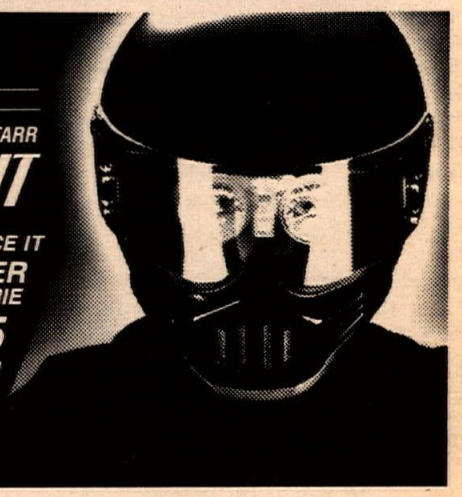

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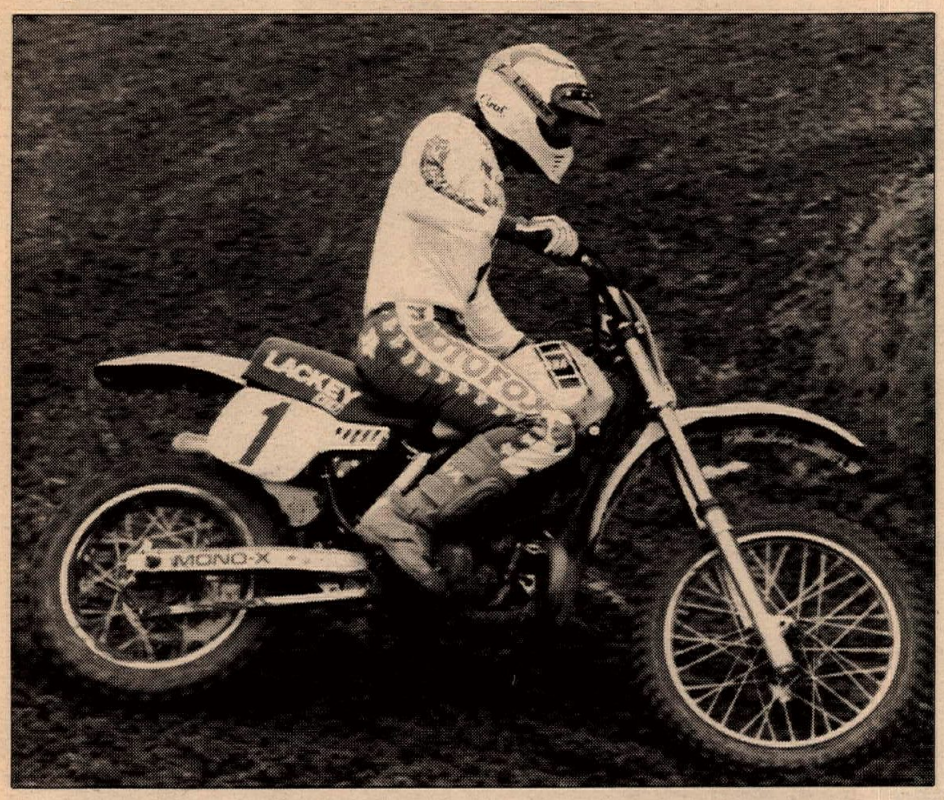

Brad Lackey showed up for a little "recreational riding" at Sand Hill Ranch and came away with the Vet Masters win. (File Photo.)

McConn rails, Lackey bags SHR Vets at Sand Hill

By Jim Bowman

BRENTWOOD, CA, DEC. 11

Shawn McConn railed his 250cc Yamaha to a half-lap lead by the checkers during both Pro motos at the Continental Motosport Club MX at Sand Hill Ranch. In his first race back after a shoulder operation, Tri-Valley/JK Cycle Inn, Honda-mounted Eric Mashbir grabbed some tires from Nelson Bros. Honda and put his Open bike in second behind McConn for a share of the combined Pro purse. Concord Yamaha's Jerry Brandt was third.

The big news at the track today was that 1982 World 500cc Motocross Champion Brad Lackey would be bagging the sloppy Sand Hill Ranch sand for the Vet class. Lackey, who wished to credit his win to the makers of Geritol and Grecian Formula, hadn't ridden since the USGP at Carlsbad this summer and, after giving his trophy to Old Timer class winner Mike Collins, announced that he was only out for a little recreational riding. David Lehman finished second to Lackey in the Vet Masters class and Rory Muscatel proved that he can handle the mud by finishing first in the Vet class and second overall in the combined race.

As with the Pros and the Vets, the success of the Sportsman riders depended on their ability to handle the mud. The rain and wind was so bad at the beginning of the day that many riders turned around and went home before practice. Track owner Tom Anderson stuck with those riders who wanted to ride, though, and almost all the classes ran both motos. The 80cc class was the exception as the riders unanimously voted to let the results of the first moto stand. Yamaha-mounted Todd Hicks was first 80cc Intermediate ahead of Fenton McDaniel, and Danny Paladino beat Gary Stoner for 80cc Junior trophy.

The 125cc Junior class was the largest class of the day and provided the best racing. Mark Rapozo holeshot the first moto and opened up a good lead initially, but Dan Allen worked his way up from third to lead lap two, with Ken Wiseman in third. Wiseman took over the lead on lap three, but Allen came back on the next lap and held it to the checkers over Scott Cummings, Wiseman and Jeff Landgraf. If you're wondering where Cummings and Landgraf came from, it won't help to tell you that the second moto was even more confusing. Jon King won the second moto for third overall, Rapozo finished second for a fourth-place trophy, Cummings finished fifth for second-place honors.

Results

OPEN PRO: 1. Eric Mashbir (Hon); 2. Jerry Brandt (Yam); 3. Kevin Green (Hon).
OPEN INT: 1. Tom Polito (Kaw); 2. David Borroso (Hon); 3. Jim Bowman (Yam).
OPEN JR: 1. Stam Harris (Hon); 2. Kevin Laurence (Hon); 3. Bill Bloomfield (KTM).
250 PRO: 1. Shawn McConn (Yam); 2. Jerome Heiberger (Hon).
250 INT: 1. Denaki Glafhides (Hon); 2. David Drawaay (Hon); 3. Rick Fiegel (Hon).
250 JR: 1. Drew Muscatel (Hon); 2. Ron Allen (Yam); 3. Hilary Muscatel (Suz).
125 PRO: 1. Steve Vlahers (Hon); 2. Mark Hearns (Yam).
125 INT: 1. Mike Landgraf (Hon); 2. Jerry Wohlgemukh (Hon).
125 JR: 1. Scott Cummings (Yam); 2. Dan Allen (Hon); 3. Jon King (Hon).
80 INT: 1. Todd Hicks (Suz); 2. Fenton McDaniel (Kaw); 3. Jesse Britain (Yam).
80 JR: 1. Danny Paladino (Hon); 2. Gary Stoner (Hon); 3. Anthony Viscia (Yam).
VET MASTERS: 1. Brad Lackey (Yam); 2. Dave Lehman (Yam).
VET: 1. Rory Muscatel (Hon); 2. Steve Cameron (Hon); 3. Stanley McKusick (Hon).
OT: 1. Mike Collins (Hon); 2. Rich Lokke (Hon).

Olson in overdrive at Albany SX

By Clay Light

ALBANY, OR, DEC. 18

Kelly Olson put in two impressive moto finishes at Albany's Supercross today, taking the 125cc Intermediate class by storm. Olson had his work cut out for him in the form of Intermediate terror Mark Spooner, who gave everyone fits. Spooner had bad luck in three of his four motos and ended up carding a 2-2 for second, just a hair off Olson's pace. Jerry Aicher (4-3) took a third with two good rides in the second largest class of the day.

The best three races of the day were the 125, 250 and Open Intermediate classes. The Open class was an exciting race, gating a good-sized field which consisted of many ex-Pros of years past. Lone Pro Richard Earle and Spooner shot off the line in moto one side by side. Earle, aboard a new CR500 Honda Support ride, let Spooner slip to the inside and capture the lead over the unique "tower" jump and through a gnarly series of whoop-de-doos. Earle and Spooner fought it out for five laps until Earle bailed off in one of many tight turns.

Bryan Reeder used Earle's misfortune to his advantage to move into second while an ex-Pro pack consisting of Ben Grable, Mike Holbrook and early-70's star Bill Cook Sr. chased. Earle remounted only to seize and end his day on a sour note while up front it was Spooner sailing all alone, eventually lapping all the way to second. Reeder, Holbrook and Grable followed.

Moto two saw Holbrook jump into an early lead and never look back. Holbrook did luck out due to Spooner and Dale Bernard's close encounter, which sent both down and put first-moto winner Spooner in dead last. The way "The Spoon" worked through traffic was amazing, picking off riders lap after lap to settle into third behind Holbrook and Reeder. Spooner went for a soil sample on the next lap and was faced with a greater deficit with only a lap to go. Coming into the final turn, it was three abreast as Holbrook squeaked out a win over Reeder, Spooner, Grable and Chris Leach.

In the 250cc Intermediate first moto, Broc Ross stayled his way into an unstoppable lead to totally demolish the eight-lap race. O.J. Warner and Pro Billy Holtman gave chase. Moto two had Ross again sail away over Warner, Dave Fox and Kelly Whelchel. Holtman was quickest through the traffic, actually the fastest rider of the day, mounted on a 125 Yamaha and swooped up countless riders lap after lap until settling into third behind Ross and Warner. Holtman's choice of lines make him king of the day in most of the spectators hearts, and he eventually picked off Warner to nab second overall with a 3-2 behind Ross, who went for a double-moto blitz.

Results

MINI: 1. Dennis McConnell (Yam); 2. Mark Nored (Yam); 3. Scott Nored (Yam).
125 JR: 1. Shawn Butler (Yam); 2. Jim Smith (Hon); 3. Terry Chamblin (Yam).
80 EX: 1. Jeff Daily (Kaw).
125 INT: 1. Kenny Olson (Hon); 2. Mark Spooner (Yam); 3. Jerry Aicher (Yam).
OPEN INT: 1. Mike Holbrook (Hus); 2. Bryan Reeder (Yam); 3. Mark Spooner (Yam).
OPEN JR: 1. Jerry Bennett (Yam); 2. Bill Cook Jr. (Mai); 3. Deanna Holbrook (Hus).
250 JR: 1. Howard Jones (Yam); 2. Joe Casey (Hon); 3. Ron Hall (Hon).
250 INT: 1. Broc Ross (Yam); 2. Billy Holtman (Yam); 3. O.J. Warner (Kaw).
OPEN PRO: 1. Richard Earle (Hon).
125 PRO: 1. Billy Holtman (Yam).

The Gang ends 1983 with a bang

By Luscious Linda

PASA ROBLES, CA, DEC. 11

Things started off rather slowly at the Over the Hill Gang's year-end awards banquet, with only four couples in attendance. Then one rather heavily loaded motorhome arrived and 17 crazy folks disembarked, livening things up drastically.

After several rounds of drinks and a delicious prime rib dinner, the 1984 officers were elected. Philthy Phil was voted in as president, Loose Lips Lee will be vice president and race coordinator and Discharge Don was elected secretary and treasurer.

Next on the agenda were the awards for high points per class. This year the club decided on awarding jackets instead of trophies, and the winners were Gummer Gary (Expert), Philthy Phil (Amateur), Discharge Don (Intermediate) and Luscious Linda (Novice). Philthy Phil also wrapped up the 1983 high points man award and will carry the number one plate in the new year.

A highlight of the evening (other than the presence of the gorgeous wives and girlfriends) was the attendance of Reverend Ron (formerly Rosy Ron). Rosy was the only gang member to show wearing a tie and when the razzing didn't stop, he had only one choice — Reverend Ron gave the dinner his blessing.

After dinner, the party adjourned to a local dancing establishment and dazzled the townsfolk, showing that motocrossers can use those fast moves on the dance floor as well.

Hoopers stretch out Jock Strap team win

By Fritz Martin

MEDFORD, OR, DEC. 11

When riders arrived for the MRA's Jock Strap Team Race, most wished they brought snowmobiles instead of motorcycles. After a perfect day of weather and excellent course conditions on Saturday, everyone was greeted Sunday by a surprise snow storm. One group of riders from Roseburg, who had spent the night camping at the start area, had three to four inches of snow covering their bikes and trucks.

The race was started dead engine, with one rider running to his partner and his motorcycle, LeMans style. The hard part was to quickly exchange their jock strap and start their engines before taking off. All jock straps had to be worn in their "proper" place, but over leathers. The exchanges were entertaining for spectators.

After a slow but frantic start, riders were soon spread out on the 15-mile course. Larry Hooper led by approximately 55 minutes at the end of the first loop, after quickly exchanging their jock, brother Lance started his first lap with almost a 30-minute lead over second place. Rob Carlson had pressured Larry Hooper for most of the first lap until broken clutch and brake levers, suffered in a crash just after the start, slowed his pace. His partner Joe Stagg would later make up the lost time to enable the team to finish second in the Expert class.

After seeing Hooper's helmet packed with snow, and stories of snow a foot deep and having to use the full width of fire roads just trying to keep forward motion, it was decided to cut all teams down from three laps to one lap per rider. Most riders were happy to hear this, with at least one rider jumping up and down for joy.

In the Amateur class, Dennis Pool led after the first lap by a wide margin. But his partner suffered mechanical trouble after the first checkpoint and the team suffered a DNF. Jim Keltner and Mike Redd then took over to finish first Amateurs. •

Results

EX: 1. Lance Hooper/Larry Hooper (Hus/Hon); 2. Joe Stagg/Rob Carlson (Hon/Hon); 3. Dave Riant/Gene Attaway (KTM/Yam).
AM: 1. Jim Keltner/Mike Redd; 2. Rob Lauver/Lane Clow; 3. Bart Funderburg/Randy Klaassen; 4. Jim Davis/Clarence Davis; 5. Joe Brumback/Dale Powell.

PRODUCT EVALUATION

Jeb's JC/COM-2 Helmet

If you were to take a look at the crop of full face street helmets currently available, you might think there was some sort of cloning process going on —aside from minor detail differences, most look pretty much alike. We were in the hunt for something just a bit out of the ordinary, and the bill was filled quite nicely by Jeb's JC/COM-2. Jeb's broke away from the round-is-beautiful school and designed a helmet with a wrap-around groove to break up the spherical theme. It's either a love or hate proposition, but most of our scrutineers liked it. Topped off with multi-colored graphics (painted on), we had a real winner on our hands.

The shell is made of hand-layered fiberglass, with the facial opening cut to allow good peripheral vision. The shield is formed from Lexan plastic, with a well-engineered ratchet mechanism to hold it in position. When closed, there are no air leaks around the shield and road noise is reduced to a minimum. A clear shield is standard, and there's an optional smoke version.

The interior is well appointed, with a dark blue knit material as a liner. One welcome feature is the extended foam padding at the rear that seals out the wind from the back of one's neck, which no doubt contributed to the overall quietness when all buttoned down.

We've been wearing the helmet on a daily basis, and find that at normal speeds there's little tendency toward unwanted movement since the fit is perfect. Take time to get fitted properly, and check the amount of clearance between your nose and the front padding, since it may be a bit tight. The DOT approved unit is available in metric sizes 57 through 60, which translates to the more customary 7⅛ to 7½ in ⅛ increments. The size 58 corresponds to our tester's normal 7¼, and fits properly. When snugging down, you'll appreciate the Velcro strip on the strap which effectively cures flapping-strap syndrome.

Overall, we're pleased with our Jeb's JC/COM-2. The European flair (Jeb's is located in Italy) yields a helmet that stands out from the crowd and is quite comfortable to wear. The unit retails for $174.95, while replacement shields sell for $8.95 from your dealer or Quadrifoglio, Inc., 5745 North 11th St., Phoenix, AZ 85014, or dial 602/265-5846.

Tom Kolnowski

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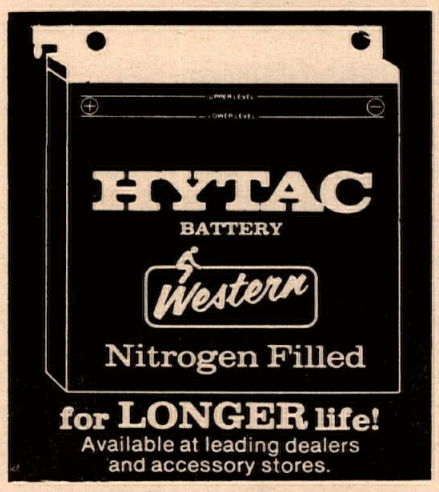

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Central Pipeline

Second-place finisher Bob Bnight (83) holds off a competitor in the Over 30 class at Interstate MX Park.

Pipes smokes Swan experts

By Gary Willer

TYLER, TX, DEC. 18

Rusty Pipes, after a long absence, returned to Swan MX Raceway today and made the Experts sorry he didn't stay away longer. Pipes, the 1982 Ponca City 250cc Intermediate champ, was at the throttle of a Honda, leading all but three laps of the Expert moto to grab the lion's share of prize money.

Monty Bland, on Doug Roberts Yamaha, won the first-moto holeshot and led through three laps. Chasing Bland in fourth was Steve "Rajun Cajun" Gauthier behind Pipes, who was pushing second-place Bo Stegall.

On lap three, at the Grand Prix-European downhill section, Gauthier got out of shape and lost it. Jason Otto moved into fourth while Pipes pulled ahead of Stegall for second place. On the next lap Bland surrendered the lead to Pipes. It was Pipes' race the rest of the way. Bland finished ahead of Stegall and Otto. Gauthier was a DNF.

Pipes pulled the second-moto holeshot with Stegall, Steve Reavis, Bland and Otto in pursuit. Lap after lap followed the same pattern with one exception, Reavis dropped out on lap two. Bland got around Stegall on the next-to-last lap. With the white flag, Pipes was again on his way to victory; Bland, scorching the track and closing, would have to settle for second. Otto was good for third, while Stegall was last seen pushing his machine towards the pits.

All the Intermediates ran together, but were scored separately. Doug Roberts finished first overall and claimed the Open honors. Ron Sussman won the 250cc Intermediate class. Chad Parker took the 125cc laurels.

Results

60: 1. Willy Bowden (Kaw); 2. Charlie Winn (Kaw); 3. Chuckie Hall (Kaw).
80 JR: 1. Willy Bowden (Kaw); 2. Allen Keough (Kaw); 3. CHarlie Winn (Yam).
80 SR: 1. Tommy Collier (Kaw); 2. Jason Langford (Kaw); 3. Shorty Jones (Yam).
125 NOV: 1. Steve Hill (Kaw); 2. Buster Graham (Yam); 3. Lee Neel (Kaw).
250 NOV & OVER 30: 1. Tony Lasater (Kaw); 2. Kenny Templeton (Yam); 3. Bobby Poe (Yam).
125 INT: 1. Chad Parker (Yam); 2. Alan Bell (Yam); 3. Billy Whitley (Kaw).
250 INT: 1. Ron Sussman (Yam); 2. Ray Posgay (Yam).
OPEN INT: 1. Doug Roberts (Yam); 2. Terry Burghart (Hon); 3. Von Oxendine (Hon).
250 & OPEN EX: 1. Rusty Pipes (Hon); 2. Monty Bland (Yam); 3. Jason Otto (Yam).

Lasater goes four for four at Swan

By Gary Willer

TYLER, TX, DEC. 11

Tony "Too Good" Lasater handed himself a late birthday present today with triumphs in four consecutive motos at Swan MX Raceway. "Too Good" first tackled the 250cc Novice class. Lasater got the holeshot and promtly went wire to wire to notch win number one.

Lining up behind Lasater were Troy Rapp, Jay Jostrand, David Baskin and Doug Fisher. On lap four Fisher fell to ninth, allowing Charlie Davison to take over fifth. Baskin broke on the last lap and Steve Dodd, working his way up from tenth place, finished fifth.

In moto two, it was a very determined Dodd taking charge through the first four laps. Lasater was running third behind Jostrand on lap one. Jostrand dropped to fourth position the next rounder and Rapp rode into third place. It was on lap five that Lasater lunged to the front. At the checkers Lasater chalked up win number two. Dodd was second ahead of Jostrand, Rapp and Charlie Davidson.

In the 125cc Novice class Lasater left no doubt who would reign supreme. Lasater hooked 'em for both moto holeshots and wired both motos for the gold. Steve Page, Jeff Gilley, David Stahl and Brad Bracken were second through fifth in both motos.

Results

80 SR: 1. Jason Langford (Kaw); 2. Tommy Hall (Kaw); 3. Brint Burkham (Kaw).
125 NOV: 1. Tony Lasater (Kaw); 2. Steve Page (Suz); 3. Jeff Gilley (Hon).
250 NOV: 1. Tony Lasater (Kaw); 2. Jay Jostrand (Kaw); 3. Troy Rapp (Yam).
250 INT: 1. Mats Haag (Kaw); 2. Doug Roberts (Yam); 3. Mike Comfort (Suz).
EX: 1. Monty Bland (Hon); 2. Todd Young (Yam); 3. Drake Moore (Hon).

Langford lugs Swan gold

By Gary Willer

TYLER, TX, DEC. 4

Kawasaki factory-support rider Jason Langford trounced the Mini Senior field at Swan MX Raceway today. The talented 13-year-old hotshoe bolted from the gate to take charge in both motos. Langford was never seriously challenged as he cruised the course in the lead on all laps.

Two other consistent Kawasaki pilots, Tommy Hall and Brent Burkham, ran second and third both times out. But the day belonged to Langford who once again ran smooth and steady. "J.P." even managed a one-second-faster clocking than the 125cc Novices.

The Over 30, Open Intermediates and Experts were run together, scored separately. Exciting racing in the first moto took place between Experts Bo Stegall and Monty Bland. Stegall bested Bland on all laps of the heated battle to break the tape and draw first blood. Doug Roberts was the first Open Intermediate to the flag. Troy Rapp led the Over 30 class over the line.

In moto two it was Stegall and Bland dueling again in what promised to be another barn-burner. Bland was in the lead near the end of lap one when, at the bottom of the downhill, disappointment welled up when Bland went down. Stegall, in a gutsy move, pulled alongside Bland in the tight, muddy turn. The two Honda aces appeared to collide, resulting in Bland going down to a DNF. From there Stegall had an easy ride to victory. Open Intermediate Roberts and Over 30 rider Rapp repeated their first moto successes.

Results

60: 1. Joshua West (Hon); 2. Mike DeDeluk (Yam); 3. Chase Owen (Yam).
80 JR: 1. J.R. LaRose (Kaw); 2. Derrick Sims (Kaw); 3. Mike Hawthorne (Suz).
80 SR: 1. Jason Langford (Kaw); 2. Tommy Hall (Kaw); 3. Brent Burkham (Kaw).
125 NOV: 1. Jason Jessup (Yam); 2. Tony Lasater (Kaw); 3. Kai Roberts (Yam).
250 NOV: 1. Charlie Davison (Kaw); 2. David Baskin (Yam); 3. Mark Peters (Yam).
OVER 30: 1. Troy Rapp (Yam); 2. Jerry Herren (Yam); 3. Ray Keough (Kaw).
OPEN INT: 1. Doug Roberts (Yam); 2. Eddie Craft (Hon); 3. Mike Voisard (Yam).
250 EX: 1. Bo Stegall (Hon); 2. Monty Bland (Hon).

Magness, Cooper, Daft take Mid-Winter Series wins

By John Malsam

OKLAHOMA CITY, OK, DEC. 4

Charlie Magness turned a pair of mid-pack starts into first overall in the Over 30 class today in the Oklahoma Mid-Winter motocross series. In moto number one, Magness was mired back in fourth while Gary Drummond earned the holeshot. Magness picked up the pace quickly and on the second lap moved his Maico into second and set out after Drummond. But Yamaha-mounted Drummond was not about to give up easily. He blocked every move that Magness made and crossed the finish line ahead of Magness.

In round two, Bob Bnight timed the gate to perfection and thundered into the early lead. By the end of lap one, Jimmy Redwine moved around Bnight and began to stretch his lead. Redwine didn't race the first moto so when Magness powered past both Drummond and Bnight, first overall was locked up.

In the battle of local Experts, Guy Cooper is currently at the top. His recent switch to Honda red hasn't slowed him at all. In the first go-around of the 250cc Expert class, Cooper and Yamaha-mounted Dennis Daft hit the first corner together. Daft couldn't make the first turn and reentered the track in fourth place. As Cooper built his lead, Daft began a furious charge towards the front. By the end of lap two, Daft moved into second. A distant second to be sure, but he wouldn't quit. Cooper kept up the pace and in spite of his best efforts Daft couldn't close the gap. Then it happened! With one lap to go, Cooper's engine gave up the ghost and Daft had the win.

Round two featured Daft out in front of the Experts, with Cooper spectating.

Cooper's Honda didn't fail him in the 125cc Expert class and the first-round holeshot was his. Right behind was the Yamaha of Daft. The pair quickly left the pack and carried their personal combat to the limit. Lap after lap Daft would close on Cooper only to have Cooper come up with a little extra speed. Daft pressured every lap looking for just one opening. It never came and Cooper won the first round.

The second round was almost a photo copy of the first. Daft never gave up but he just couldn't get past Cooper, and Cooper never even missed a gear on his way to victory.

Results

MINI MINI: 1. Eddie Cummins (Kaw); 2. Chris Shelton (Yam); 3. Bobby Cummins (Kaw).
MINI JR: 1. Brian Hunter (Kaw); 2. R.C. Bennett (Hon); 3. Greg McCualey (Yam).
MINI SR: 1. Brett Shumate (Hon); 2. Bruce O'Hagan (Yam); 3. Cliff Palmer (Hon).
BEG: 1. Brad Wilson (Yam); 2. Terry Tate (Kaw); 3. Larry Gillis (Hon).
OVER 30 NOV: 1. John Folley (Mai); 2. Steve Otterman (Mai); 3. John Malsam (Suz).
OVER 30 AM: 1. Charles Magness (Mai); 2. Bob Bnight (Mai); 3. Gary Drummond (Yam).
125 NOV: 1. Marc Baker (Hon); 2. Lance Norick (Kaw); 3. Jim Fletchall (Hon).
125 AM: 1. Mike O'Hagan (Yam); 2. Dave Skinner (Yam); 3. Mike Morrison (Suz).
125 EX: 1. Guy Cooper (Hon); 2. Dennis Daft (Yam); 3. Whisperin' Smith (Yam).
250 NOV: 1. Tracy Wilson (Yam); 2. Lance Norick (Kaw); 3. Marty Knauss (Hon).
250 AM: 1. Rick McConville (Hon); 2. Mark Bartareau (Yam); 3. Jimmy Cooper (Kaw).
250 EX: 1. Dennis Daft (Yam); 2. Robert Felix (Hon); 3. Steve Bayless (Hon).
OPEN NOV: 1. Jimmy Redwine (Mai); 2. Zack Potterfield (Hon); 3. Brett Porter (Mai).
OPEN AM: 1. Marvin Cox (Hon); 2. Steve Miller (Yam); 3. David Griffin (Hon).
OPEN EX: 1. Jimmy Thomas (Yam); 2. Donnie Vance (Hon); 3. Tracy Smith (Kaw).

Burnie breezes at Austin night MX

By Joe Milian

AUSTIN, TX, DEC. 2

It was a dark and stormy night, but the faithful were not deterred as they turned out in record numbers for the weekly skirmish at Austin Moto Sport Park.

Austin Honda ace Brad Burnie put weeks of frustration behind him this evening with a convincing win over Hank Hodes in the 250cc Intermediate class. Burnie had suffered more than his share of mishaps and malfunctions in the recent past but was in total control on the way to the overall win. Although he finished first both times out, Burnie was sorely pressed by Hodes. Hodes could not make a pass stick in the second round, repeatedly challenging but unable to get by. For his part, Burnie was superlative in being able to handle the constant pressure. Donnie Prado had third overall cinched with a lap remaining in the second stanza but a

loose fuel line allowed Richard Coker to fill that spot in the final tabulation of scores.

Michael Weathers and the Coleman brothers, Jimmy and Mikey, created a three-way pileup on the final lap that permitted Bobby Lewallen to tiptoe around the ground-bound trio and claim the big trophy in the Open Novice division. Weathers was livid at the brothers' behavior, claiming after the fray that they had employed questionable tactics in poorly lighted sections of the track where the spectators could not see them. "I'll be glad when this track closes and those two are forced to race somewhere else. I've never seen them race anywhere but here. They got me in the middle tonight but I took both of them down with me and then beat them both," Weathers exhulted after the race.

Although Jimmy was able to finish the moto, brother Michael was not as fortunate, breaking his clutch lever and retiring to the sidelines. When informed of Weathers' accusations, the older of the brothers examined his disabled clutch lever and grinned. "Michael just can't take the heat. Me and Jimmy just like to race motorcycles as hard as we can. Hell, if *Jimmy* gets in my way, I'll knock him down." The parties involved were later seen in post-race revelry so the rivalry is not as intense as some would make it. For the evening, Lewallen was the overall victor, followed by Weathers and brother Jimmy.

Trey Brizendine continued his comeback on a positive note by registering a win in the 250cc Novice class. Brizendine proved too quick over the course of the two-moto contest, besting David Bauser and Jim Jernigan. Dearl Croft powered his TT600 four-stroke to unchallenged firsts in the Open Intermediate division although Marvin McKim had a large lead in the Opening heat. The lead was brief however, as McKim collided with Barry Briggs. Briggs had bailed off and was just rejoining the fun when he and McKim ran together. Croft gained control and did not relinquish that control for the remainder of the program. Bryan Briggs finished second and McKim was third.

The Expert ranks were thinned by the impending GNC Regional Final on Sunday at Whitney but Jack Beckham was superb in keeping Frank Tello and Ron Dunfee behind him in the 250/Open action and Ronnie Prado was fastest in the 125s. Cody Atkins won his first ever Mini Mini trophy and James Rathmann was too much for the rest of the 250cc Beginner class. Gary Loth also recorded his first victory in the Open Beginners and Bob Goldade humbled his fellow Over 30 contestants. •

Results

MINI MINI: 1. Cody Atkins (Yam); 2. Travis Stackable (Yam); 3. Charles Milian (Yam).
MINI JR: 1. Jason Krempin (Hon); 2. Fabio Bellesia (Kaw); 3. Chad Potts (Yam).
MINI SR: 1. Joey Stone (Yam); 2. Dale Storbeck (Yam); 3. Tim Hodes (Kaw).
125 BEG: 1. Jon B. Ross (Suz); 2. Tommy Jones (Yam); 3. Mitch Carpenter (Yam).
250 BEG: 1. James Rathmann (Hon); 2. Everett Lee (Yam); 3. Donald Dorsey (Yam).
OPEN BEG: 1. Gary P. Loth (Hon); 2. Mitch Carpenter (Yam); 3. Tommy Jones (Yam).
125 NOV: 1. Shawn Clevenger (Yam); 2. Ron Morgan (Hon); 3. Jeff James (Hon).
250 NOV: 1. Trey Brizendine (Hon); 2. David Bauser (Yam); 3. Jim Jernigan (Yam).
OPEN NOV: 1. Bobby Lewallen (Yam); 2. Michael Weathers (Yam); 3. Jimmy Coleman (Yam).
125 INT: 1. Robert Tiemann (Yam); 2. Pete Sullivan (Cag); 3. Charles O'Toole (Yam).
250 INT: 1. Brad Burnie (Hon); 2. Hank Hodes (Kaw); 3. Richard Coker (Hon).
OPEN INT: 1. Dearl Croft (Yam); 2. Bryan Briggs (Yam); 3. Marvin McKim (Yam).
OVER 30: 1. Bob Goldade (Yam); 2. Smokey Joe (Yam); 3. Tim McCaskill (Yam).
125 EX: 1. Ronnie Prado (Yam); 2. Bill Kelly (Yam); 3. Joey Hardin (Kaw).
250/OPEN EX: 1. Jack Beckham (Yam); 2. Frank Tello (Hon); 3. Ron Dunfee (Yam).

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CALENDAR

Calendar listings are a free service for **Cycle News** readers and race promoters. All information is the responsibilty of the promoter. We suggest calling to confirm details before traveling to an event.

CHAMPIONSHIP EVENTS

1984 Tentative Grand National Camel Pro Series

2/4	SS/Houston, TX
2/5	TT/Houston, TX
3/4-11	RR/Daytona Bch, FL
4/7	TT/Gardena, CA
4/14	M/Sacramento, CA
5/5	ST/San Jose, CA
5/6	M/San Jose, CA
5/12	HM/Gardena, CA
5/20	M/Springfield, IL
6/2	HM/Louisville, KY
6/9	HM/Harrington, DE
6/8-10	RR/Elkhart Lake, WI
6/16-17	RR/Loudon, NH
6/22	TT/Hinsdale, IL
6/23-24	RR/Pocono, PA
6/30	HM/Lima, OH
7/7	ST/St. Louis, MO
7/14	HM/Hagerstown, MD
7/21-22	RR/Monterey, CA
7/28	M/Du Quoin, IL
8/5	M/Chicago, IL
8/12	TT/Peoria, IL
8/18-19	RR/Sonoma, CA
8/25	M/Indianapolis, IN
8/26	M/Indianapolis, IN
9/1-2	RR/Brainerd, MN
9/9	M/Syracuse, NY
9/16	M/San Jose, CA
9/21	HM/Gardena, CA
9/22	5/8M/Los Alimitos, CA
9/29-30	RR/Lexington, OH
10/6	M/Sacramento, CA
10/14	M/Springfield, IL
10/20	TT/Pontiac, IL

Insport Supercross Championship Series

CONFIRMED	
1/28	Anaheim, CA
2/11 & 12	Seattle, WA
3/3	Atlanta, GA
4/14	Dallas, TX
4/28-29	Pontiac, MI
5/5	Kansas City, KS
TENTATIVE	
5/19	Orlando, FL
6/2	Pasadena, CA
7/14	Washington, D.C.
TBA	Pittsburgh, PA
TBA	Boston, MA
TBA	Houston, TX
TBA	Buffalo, Denver or Minneapolis
10/6-11/10	Oakland, CA
10/6-11/10	Los Angeles, CA
10/6-11/10	San Diego, CA

1984 Golden State Series Schedule

1/14-15	Hollister, CA
1/21-22	Huron, CA
2/4-5	Brentwood, CA
2/12	Carlsbad, CA
2/18-19	Sunrise Valley, CA
2/25-26	Santa Maria, CA

World Championship Road Race Series

3/24	South Africa
4/15	Italy
5/6	Spain
5/20	Austria
5/27	Germany
6/10	France
6/17	Yugoslavia
6/30	Holland
7/8	Belgium
8/5	England
8/11-12	Sweden
9/2	San Marino

World Championship Endurance Road Race Series

6/3	Spain
6/24	Austria
7/29	Japan
8/18-19	Belgium
9/2	Germany
9/16	Italy
9/22-23	France

World Championship MX Series

125cc

4/8	Italy
4/15	Netherlands
4/29	Belgium
5/6	Austria
5/20	Germany
6/3	Switzerland
6/17	San Marino
7/8	France
7/15	Spain
7/29	Sweden
8/5	Finland
8/12	Luxemburg

250cc

4/8	France
4/29	Austria
5/6	Yugosalvia
5/13	Czechoslovakia
5/20	England
6/3	Spain
6/24	Germany
7/8	NEW BERLIN, NY
7/15	Netherlands
7/22	Belgium
8/5	Switzerland
8/19	Japan

500cc

4/15	Austria
4/29	Switzerland
5/7	Spain
5/13	France
5/20	Sweden
6/3	Germany
6/17	Netherlands
6/24	CARLSBAD, CA
7/1	Canada
7/22	England
8/5	Belgium
8/26	Italy

Sidecar

4/8	Switzerland
5/6	England
5/13	Netherlands
5/20	France
5/27	Finland
6/24	Belgium
8/12	Germany
8/19	Germany
8/26	Denmark
9/9	Spain
9/16	Italy

World Championship Trial Series

3/4	Spain
3/11	Belgium
3/18	England
3/24	Ireland
4/8	France
4/15	Germany
6/10	WATKINS GLEN, NY
6/17	Canada
7/1	Germany
7/8	Belgium
9/2	Japan
9/9	Sweden

AMA National Enduro Championship Series

2/19	New Idria, CA
4/1	Pelion, SC
5/6	Roselawn, IN
5/20	Georgetown, CA
6/3	Hamilton, WA
6/17	Crescent City, CA
7/8	Athens, OH
8/5	Wellsboro, PA
8/19	Moorestown, MI
9/2	Winterest, IA
9/9	Lynnville, IN
10/28	Bear, DE

AMA/Hi-Point Grand National Hare Scrambles Championship Series

3/4	Lake Wales, FL
4/8	Hurrican Mills,TN
4/15	Redding, CA
5/20	Bruceton Mills, WV
5/13	Corona, CA
6/24	St. Johns, PA
7/15	Windsor, MA
9/16	Millville, MN
10/14	Midland, MI

AMA National Championship Relibility Trial Series

4/27-29	Tulsa, OK
5/26-28	McMinnville, OR
6/8-10	Rose City, MI

AMA Western Region Dirt Track Championship Series

Scrambles

7/4-5	Boyd, TX
8/7-8	Gardena, CA

Short Track

6/30-7/1	Boyd, TX
8/11-12	Bakersfield, CA

Half Mile

7/6-7	Dallas, TX
8/14-15	Gardena, CA

AMA Amateur Motocross National Finals

8/15-18	Hurrican Mills, TN

AMA/NATC National Observed Trials Championship Series

6/2	Rhode Island
6/3	Rhode Island
6/9-10	New York
7/4	Colorado
7/7	Wyoming
8/25	Seattle
8/26	Seattle
9/1	Oregon
9/3	Washington

NMRA-NHRA 1984 Drag Race Schedule

3/17-18	Gainesville, FL
4/14-15	Atlanta, GA
5/5-6	Atco, NJ
*5/19-20	Gainesville, FL
6/9-10	Columbus, OH
6/23-24	East Haddon, CT
6/30-7/1	Columbus, OH
7/14-15	Englishtown, NJ
*8/11-12	Washington, DC
8/18-19	Barinard, MN
9/1-3	Indy, IN
10/6-7	Atco, NJ
10/20-21	Pomona, CA

*Dates are Tentative

Other Major Events Abroad

6/17	Pairs Speedway Championship Finals, Longo, Italy
8/18	Team Speedway World Championship, Leszno, Poland
9/1	Individual Speedway World Championship, Gothenburg, Sweden
9/2	Coupe Des Nations, Dalecin,Czechoslovakia
9/9	Motocross Des Nations, Ruskeasanta (Vanta), Finland
9/16	Trial Des Nations, Myslenice,Poland
9/16	Trophee Des Nations, Varberg,Sweden
10/1-6	ISDE, Assen, Netherlands

EVERY WEEK

Thursday

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east to left on Hannegan Rd, 1¼ mi. north on right. 50 -Open separate C class motos. Gate 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing. Huetter, ID. 2 mi. west of Couer d'Alene on Old Hwy 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, troph. to Am. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

R.A.C.E. CALIFORNIA MOTOCROSS
Corona Raceway, Corona, CA. 91 Frwy E. from LA. Orange County — Pierce off-ramp, rt on Pierce to Magnolia, rgt on Magnolia to Buchman, rgt on Buchman takes you to track. All classes. 30% trophs to Sptsmen. 150% Pro pb. Gates open 5 pm, prac 6 race 7. Entry $10, $15 Pro. Info 714/735-1705 or 689-1913.

SACRAMENTO STADIUM MX
Sacramento, CA. Sacramento Rcwy. Take Bradshaw Rd. off Hwy 50, N. on Excelsior Rd. to 5305 Excelsior. All classes. 30% trophs, 100% Pro pb. Gate 5 pm, prac 6, race 7:30. Gate $4, all entries $10. Info 916/366-7368.

TEXAS

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. east on E. Mount Houston Rd, off Hwy 59 N. All classes. Troph. thru 6th to Am, 100% Ex p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

SADDLBACK MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. Gate 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12 Sptsmn, $15 Pro. Memb. req'd, avail. at track. 33.33% troph. Info 714/831-3482.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn I-40 & I-240 on S. Douglas off S. 59th All classes, 10 troph./class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

TEXAS MIKE KIDD ST/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy 199 N to FM 730 N, then to FM 2048 W & follow signs. All classes. Astrodome replica track. Gate 10 a.m., prac. 11:30, race 1 p.m. Info 817/433-5559 (Mike).

TEXAS MX AND FLAT TRACK
Ross Downs, Colleyville, TX. Hwy. 26, Colleyville. All classes. Trophs, 100% pb. Prac, 7 pm, race 8:30. Entry $8, $15 Pro. Gate fee, $6, 6-12 $4, child free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

HANNEGAN NIGHT FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. east, left on Hannegan Rd, 1¼ mi. north on right. Mini-Open, Am & Semi Pro. Gate 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy 52 S of OKC to Blanchard, Hwy 76 S to 4-way stop, 3½ mi. south of Hwy 39 on 76, west 1 mi., south 1 mi., west 100 yds. Pee Wee-Over 30, troph., 100% Ex p.b. Gate 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

January 11

RACE PREP SEMINAR
Pomona Valley Kawasaki, 1170 W. Holt, Ontario, CA. put on by Team Greem Amtr. Support Racing Program. All racers welcome. Refreshments. 7 pm. For more info 714/983-5988 (Ralph or Rollie).

January 13

CRC CALIFORNIA MX
Corona Raceway, Corona, CA. 91 Fwy E. from Orange County. Pierce off-ramp, right on Pierce to Magnolia, right on Magnolia to Buchanan, right on Buchanan. All classes. 30% troph. to Sptmn. 150% Pro p-b. Gate 5 p.m., prac 6, race 7:30. Gate $4, all entries $10. Info. 916/366-7368.

ANAHEIM QUALIFIER

January 14

GOLDEN STATE MX SERIES
Hollister Hills SVRA, Hollister, CA. S. of San Jose. Take I-5 to Hwy 152 W. to 156 into town of Hollister. From main St. of town, follow signs to SVRA park. All Sportsmen. Gate 6:30 am, sign-up 7-8:30, prac. 7:30-8:30, race 9. Entry $15 mail, post $20. CMC, Skoal. Info 714/261-6116.

January 15

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

CRC FAMILY ENDURO
Red Mountain, CA. All classes. Trophy and finisher pins. Three loops, CRC points. Entry: Mail $20, Post $23, non CRC members add $5. Info. 714/689-6114.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, Cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

ANAHEIM QUALIFIER

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 gauranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

ARIZONA CANYON MX
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph., 100% Ex p.b. Info 602/934-5027 (Bob), 583-0575 (Tom).

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

CRC Presents

AMATEUR SUPERCROSS

Sunday, January 29, 1984
At
AHAHEIM STADIUM
Home of the Rams & Angels

M/C TIREWORKS
ND PJ1 LUBRICANTS
BANZAI BROTHERS

OVER $7,500.00
IN CASH & CONTINGINCIES

OIL PRODUCTS
SPARK PLUGS
PLUS 30% SUPER STADIUM TROPHIES!
CEET
POWERFLOW by EXTRUDE HONE

$1500 PRO MX PURSE
50% 3 WHEELER PAY BACK
GIFT CERTIFICATES
MX CLOTHING

At CRC Qualifiers Marked With * 20 PROS will Qualify For The Saturday Night, January 28 PRO SUPERCROSS.

ALL CLASSES
Pee Wee, 60- 80- 125- 250- 500-
30+ Vets- 3 Wheelers, Am. & Pro.
Stk., Mod., Beg., Nov., Int., Ex., Pro.

RIDE THE SAME COURSE AS THE PROS!
YOU MUST QUALIFY TO RIDE
(ONE RACE DOES IT)

Jan. 13	Fri. Night	Corona Raceway	Corona, CA
*Jan. 15	Sunday	Indian Dunes	Valencia, CA
*Jan. 22	Sunday	Saddleback Park	Orange, CA
(Last Ditch For Any Opening)			

In Conjunction With Miller High Life Supercross Kickoff Jan. 28th, 1984.

CRC MEMBERSHIP REQUIRED — INFO: (213) 830-7519

CORONA RACEWAY

(714) 735-1705 OR 689-1913

ALL SPORTSMEN ENTRIES FREE

1984 SATURDAY NIGHT OPENER

FLATTRACK

Saturday January 14

DOUBLE HEADER

30% TROPHY

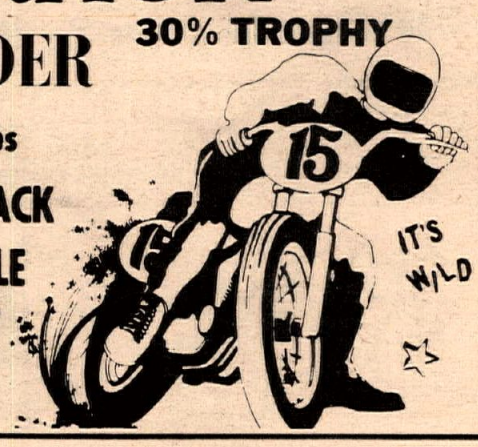
All Classes

Gates Open 5 pm
Practice 6 pm
Entries Close 6:15
Race 7 pm

Entry Fee
Sportsman ..... Free
Pros (money class).... $10.00
($8.00 payback)

GATE FEE
13 & up $4.00
8-12..... $2.00
Pit pass ..... Free

SHORT TRACK
HALF MILE
SILENCERS REQUIRED



SRA Schedule

Jan. 29 — NEW YEAR G.P.
Carlsbad
Feb. 26 — DE ANZA G.P.
(714) 828-2955

CRC RACE • SCHEDULE

Jan. 15 — MOTOCROSS
Indian Dunes
Anaheim Qualifier

Jan. 22 — MOTOCROSS
Saddleback Park
(Last Chance Qualifier)

Jan. 29 — AMATEUR SUPERCROSS
Anaheim Stadium

1984 CRC License Available Now
(213) 830-7519

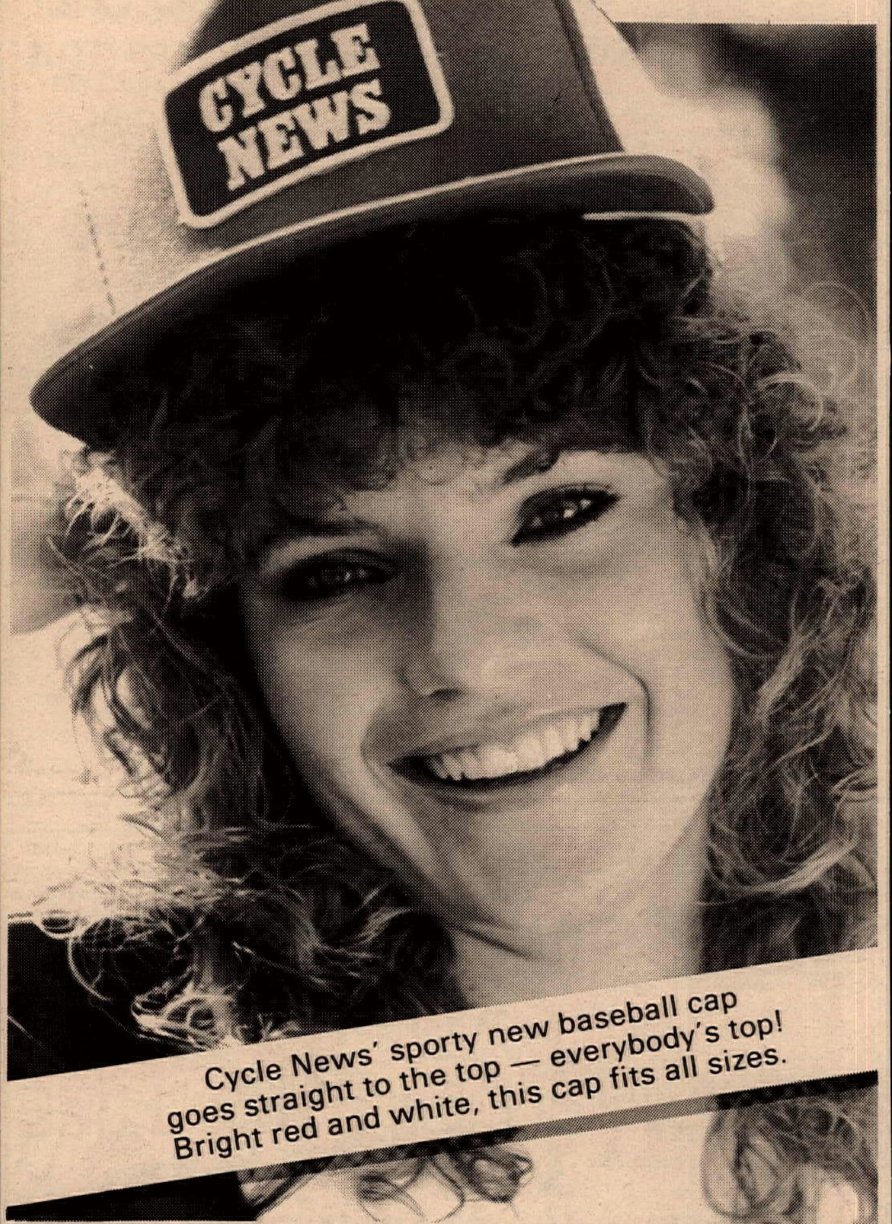
CORONA RACEWAY R.A.C.E.

Fri.	Jan. 13	Motocross
Sat.	Jan. 14	FT ¼, ½ Mi.
	Free Sportsmen Entries	
Fri.	Jan. 20	Motocross

Open 7 Days 714-558-1584
CMC—MX — 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SMX—MX — Every Saturday
SADDLEBACK PARK

Arroyo CYCLE PARK
Next G.P. Feb. 12, May 13
Park Closed To Open Riding
Promoter Inquiries Invited
INFO: (714) 887-1560

Top-ranked



Please turn to the order blank on the Dealer Directory page

Who did how? Read results.

GOLDEN STATE MX SERIES
Hollister Hills SVRA, Hollister, CA. S. of San Jose. Take I-5 to Hwy 152 W. to 156 into town of Hollister. From Main St. of town, follow sings to SVRA park. Pro, 80 Expert, Masters, S/C. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $30 mail, $40 post. CMC, Skoal. Info 714/261-6116.

MOTORCYCLE SWAPMEET
Orange County Fairgrounds, Costa Mesa, CA. Indoor. Motorcycles, parts, apparel. 24 hour information call 714/495-2542.

January 21

IDAHO SHORT TRACK
O'Connor Field House, Caldwell, ID. 21st and Cleveland. All classes. 30% trophs, 90% pb, Ex. 10% overall winner pb for series winner. Gate 4 pm -6pm, prac 6-7, race 7. Entry $10, $15 Ex., plus $5 to insurance, all riders. Owyhee Motorcycle Club. Info 208/722-6419 (Keith Thompson).

GOLDEN STATE MX SERIES
Huron Cycle Park, Huron, CA. All Sportsmen. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $15 mail, $20 post. CMC, Skoal. For more info 714/261-6116.

January 22

CALIFORNIA HARE AND HOUND
Soggy Dry Lake area, limed from Lucerne, CA, "Y-Cafe". All classes. 10% trophs optional. Money to be donated to Cancer Society. Charlie Goodban Memorial Race. Lemans start 9 am. Entry $16. Info 714/894-4970 (Scott Oberve).

AMA/D-36 CALIFORNIA HARE SCRAMBLES
Ancient Dry Lake Bed, San Diego, CA. Use Dunaway Rd. exit off I-8. Go north to Evan Hewes Hwy., turn rght and go east to Huff Rd., follow the hot pink arrows north to Wheeler Rd., left to pits. All classes. AMA/D-38 pts. Silencers reqd. Rider's meeting 9:30 am, race 10. Entry $15 per person. Info 619/271-0570 after 5 pm (John Robinson).

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

GOLDEN STATE MX SERIES
Huron Cycle Park, Huron, CA. Pros, Ex, Master, S/C. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $30 mail, $40 post. CMC, Skoal. Info 714/261-6116.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Ex. 2 motos. Gate 7 a.m., prac 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

LAST CHANCE ANAHEIM QUALIFIER

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CMC POINTS

TEXAS ARROYO MX
Arroyo MX Park, Harlingen, TX. All classes + Enduro. Troph. to 3rd, 200% Ex p.b. Gate 8:30 a.m., prac. 10:30, race 11:30. Entry $8 Sptsmn, $12 Ex. Harlingen MX Association. Info 512/428-3895.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

January 29

SRA NEW YEAR GP
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., east 3 mi. to Raceway. All classes plus ATC/Ody. 20% trophs, finisher pins. SRA license required. 0-200cc, ATC/Ody prac in AM, race in AM. 201-Open, Sen-Vets prac in PM, race in PM. Entry $12 mail, $15 post. Info 714/828-1358.

CALIFORNIA FAMILY ENDURO
Ancient Dry Lake Bed, San Diego, CA. Wheeler Rd., off of Huff Rd., arrowed from I-8 Dunaway Rd. and Huff Rd. All classes includ. Atc. Finisher pins, trophs. 5th Annual Jail House Enduro. 8 am start. Entry 1 loop $12, 2 loops $20. Post entry add $3. Mail entry closes Jan. 22. Bush-Eaters M/C Club. Info 619/747-2509, 442-9871, 275-1823, 463-8848.

AMA/D-36 CALIFORNIA HARE SCRAMBLES
Coulterville, CA. Limed and arrowed from Coulterville located approx. 50 mi. N.E. of Modesto on Hwy 49. All classes. Decals to all entries, finisher pins. Rain date 2/12/84. Sign-ups begin 7:30, first race 9:30. Entry $18 pre, $25 post. Pre-entry closes 1/22/84. F-Troop M/C. Info 209/957-2757, days, or 727-5568, 962-7355 nights.

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA AMATEUR SUPERCROSS
Anaheim Stadium, Anaheim, CA. All classes. Over $7500 in cash and contingencies. $1500 pro purse. Must qualify to race. CRC membership required. For more info 213/830-7519.

CALIFORNIA SUNRISE MX CMC
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

GOLDEN STATE MX SERIES
Sand Hill Ranch, Brentwood, CA. From I-5 take Hwy 580 to Vasco Rd. 17 mi. N. turn right at stop sign. Entrance on right side of road. All Sportsmen. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $15 mail, $20 post. CMC, Skoal. Info 714/261-6116.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

TEXAS LAKE WHITNEY MX
Lake Whitney Cycle Ranch, Whitney, TX. On FM 2960 of Hwy 22, west of Whitney. All classes. Troph. through 8th, $1,170 guaranteed purse. Split sched: Nov 9 a.m., Int/Ex approx. 1:30 p.m. Camping $2/vehicle, gate $4. Entry $8 Am, $10 Ex. Info 713/482-7593, 817/694-2901.

AME CALIFORNIA MX
Indian Dunes Cycle Park, I-5 to Hwy 126, Valencia, CA. All classes. Pro p.b. & 30% Sptsmn troph. Gate 7 a.m., prac. 8, race 9. Entry $12 Sptsmn, $17 Pro ($15 to p.b.); AME memb. req'd, avail at track ($20). American Motocross Enterprises, Inc., P.O. Box 1421, Reseda, CA, 91335. Info 213/881-5778.

AMA/D-36 MARYSVILLE MOTOCROSS
E Street Track, Marysville, CA. Hwy 70 to N. Beale Rd. (at South City limits), then go over Levee on Shad Rd. (one block west of Honda of Marysville). Rain or shine. No pit riding, no riding day before race. AMA and D-36 cards on sale at track. Entry $15, $20 Pros, $4 watch, 6-12 $1. Info 916/695-2727 (Charile Sexton).

TEXAS SWAN MX
Tyler, TX. Exit 69 S from I-20, 2 mi. to CR 471, right 2 mi. & turn left. All classes. Troph. to 5th, $1005 Ex. purse (15 rider min./class), 100% Pro p.b. if less than 15. Concessions. Camping & elec. hookups. Gate 5 a.m., Split program: Nov prac. 8, race 9:30; Int & Ex prac. approx. 1:00 p.m., race 1:30. Entry $5 gate (under-6 and over-60 free), $10 Sptsmn, $20 Ex. Info 214/882-4215 (Bill).

February 4-5

AMA/D-37 CALIFORNIA GP
Adelanto, CA. 10 mi. N. of I-15 on Hwy 395 in the town. All classes plus ATC, OT and Over The Hill Gang. Race through the town of Adelanto. Camping in the town. First race 8 am Sat. and 12 noon Sun. Entry $20, $25 post. Info 714/521-7788 after 6 pm (Charles Sims).

February 5

AMA/D-37 CALIFORNIA ENDURO
Hwy 14, 17 mi. N. of Mojave, CA. All classes. 10% trophs. No ATC's, teams. Event will be re-scheduled to Searless Sta. Rd. Red Mtn. in event of snow. 7:30 am start. Entry $17 mail, $23 post. Prospectors M/C. Info 805/273-1175, 273-4660.

GOLDEN STATE MX SERIES
Sand Hill Ranch, Brentwood, CA. From I-5 take Hwy. 580 to Vasco Rd. 17 mi. N. turn right at stop sign. Entrance on right side of road. Pros, Ex, Masters, S/C. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $30 mail, $40 post. CMC, Skoal. Info 714/261-6116.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

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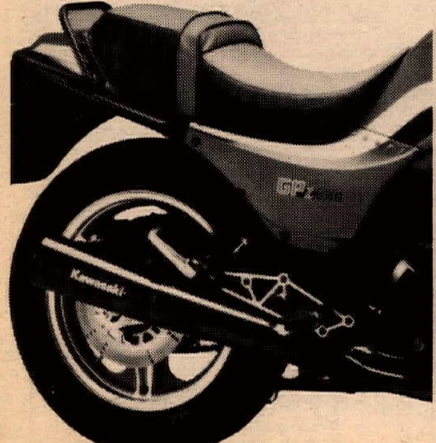

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4.00x18 K690A	$42.00
4.50x18 K138	$58.00
5.10x18 K690A	$52.00
5.10x18 K138	$63.00
3.00x21 K139	$52.00

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(213) 539-4150

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THE ARIZONA DESERT RACING ASSOCIATION
10th Annual
GILA BEND G.P. Jan 29, 1984
Interstate-8 to Gila Bend, AZ
INFO: (602) 252-1900

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

TEXAS AUSTIN MX
Austin Motosports Raceway, Austin, TX. U.S. 183 S to Smith Rd (south of Motorola plant), Howard Rd 1½ & watch for signs. All classes. 50% troph. through 5th, 200% Ex. p.b. Concessions, free camping & fishing. Split schedule: Nov sign up 7 a.m., prac. 8, race 9; Int/Ex sign up noon, race 1:30. Gate $5 adult, under-8 free. Entry $10 Sptsmn, $15 Ex. Info 512/443-7627, 327-5254 (Rocky).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

AMA D-37 SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. District 37 points. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

February 12

USR CALIFORNIA GRAND PRIX
Arroyo Cycle Park, Devore, CA. All classes includ. ATV. 50 min. race, 7 mi. laps. $2000 contingencies, 20% trophs. No mem. reqd. Open 7 am, Sign-up 7:30, prac 8, race 9. Entry $15 mail, $20 post. Overnight camping. For more info 714/673-6816.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX CMC
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

AMA/D-36 MARYSVILLE MOTOCROSS
E Street Track, Marysville, CA. Hwy 70 to N. Beale Rd. (at South City limits), then go over Levee on Shad Rd. (one block west of Honda of Marysville). Rain or shine. No pit riding, no riding day before race. AMA and D-36 cards on sale at track. Entry $15, $20 Pros, $4 watch, 6-12 $1. Info 916/695-2727 (Charile Sexton).

GOLDEN STATE SERIES
Cralsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., East 3 mi. to raceway. All Sportsmen, 80 Expert, Vets, OT, S/C. Gate 6:30 am, sign-up 7-8:30, first race 9. Entry $15 mail, $20 post. CMC, Skoal. Info 714/261-6116.

AMA/D-37 CALIFORNIA GP
Perris Raceway, Perris, CA. 91 Frwy E. to Elsinore Frwy (15), 20 mi. S. to Hwy 74, left 8 mi. to Ellis, left 300 yds to Burton. All classes. 30% trophs, $10,000 in prizes. 1984 GP Championships. Gate 6:30 am, prac 8, race 9. Entry $16 mail, $20 post, $10 a year membership. Double Cross Racing. Info 714/371-6333.

CMC CALIFORNIA HARE SCRAMBLES
First annual CMC Hare Scrambles. Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diable and Vasco Rds., turn right. All classes. Finisher pins and 30% trophs. 50% pb to Ex. Points awarded for CMC Hare Scrambles series. Gate 6:30 am, races start 8:30. Entry $15 race, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

CRC FAMILY ENDURO
Barstow, CA. All classes. Finisher pins, 20% trophs except for special beginner class. CRC points. Start 8 am. Info 714/689-6114.

February 18

GOLDEN STATE MX SERIES
Sunrise Valley, Adelanto, CA. 2 mi. north of town on Hwy 395. All Sportsmen. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30, first race 9. Entry $15 mail, $20 post. CMC Skoal, Info 714/261-6116.

February 18-19

CALIFORNIA MOTOCROSS
Butter Cup Valley Classic, 20 mi. W. of Yuma, CA, on I-8 to Grays Well exit. Take Frontage Rd. 2 mi. E. to race headquarters. Trophs, contingencies, cash prizes for Sprtsmen, Ex. and Vet classes. Gate Sat., 8 am and 1 pm, Sun., 9:30 am. Entry; Uphill $20, TT/MX $25, Cross Country $30, $5 off pre-register. Spectators free. Yuma Racing Assoc. Info 602/783-6069 (Marilyn Segrest).

February 19

GOLDEN STATE SERIES
Sunrise Valley, Adelanto, CA. 2 mi. north of town on Hwy 395. Pros, 80 Expert, Master, S/C. Gate 6:30 am, sign-up 7-8:30, prac 7:30-8:30 race 9. Entry $30 mail, $40 post. CMC, Skoal. Info 714/261-6116.

OKLAHOMA TULSA MX
Tulsa, OK. South of Tulsa International Raceway off Hwy 169 N & North 36th St. All classes. 33% troph., 150% Ex p.b. Gate 8 a.m., prac. 9:30, race 11. Entry $8 Sptsmn, $12 Ex, $4 gate. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick).

TEXAS MOSIER MX
Mosier Valley MX Park, Ft. Worth, TX. All classes. $804 guaranteed Ex purse. No pit riding or late prac. Prac. 8 a.m., race 9; Int & Ex prac. 1:30 p.m. Entry $11 Sptsmn, $16 Ex. Gate $5. Info 214/357-4196.

TEXAS CONROE MX
Conroe MX Park, Conroe, TX. 3 mi. south of town to San Jacinto River. All classes. Troph. or gift cert. to 8th in Nov classes. Concessions, showers & bathrooms. Split schedule: prac. 8 a.m., race 10; Int/Ex race 1 p.m. Entry $8 Sptsmn, $15 Ex. Gate $4. Info 712/756-4114 (Conroe Suz), 273-2336 (track).

CMC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% troph. Gate 7:30 a.m., sign up & prac. 8-9, race 9:30. Entry $10 Sptsmn, $15 Pro. Info 714/557-3323.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; nonmemb. add $2. Info 714/653-8068, 5840, 7979.

CRC CALIFORNIA MX
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy 126. All classes. Brass for Sptsmn, cash for Pros. 2 long motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; memb. req'd. Info 213/830-7519.

CMC CALIFORNIA MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

OKLAHOMA CITY MX
Oklahoma City, OK. Intersection of I-35 & I-40; east-bound I-40 exit eastern, west-bound I-40 exit Reno. All classes. 6 troph./class, 150% Ex p.b. Gate 8 a.m., prac. 10, race noon. Entry $6 Sptsmn, $10 Ex, $4 gate. Info 405/732-0212 (Howard).

ARIZONA CANYON ST & TT
Canyon Raceway, 1½ mi. west of 99th Ave & Carefree Hwy, Phoenix, AZ. All classes. 33% Sptsmn troph. to 5th, 100% Ex p.b. to 33% of class to 5th. Class C trac. req'd for Ex, recommended for all others. Gate 10 a.m., rider's meeting 11, race after prac. Gate fees: $4 adult, $2 child under-12, $5/bike (deducted at sign up). Entry $10 Sptsmn, $14 Ex. Info 602/978-0661 (Russ), 583-0575 (Tom).

AMA/D-36 NATIONAL ENDURO
30 mi. N. of Coalinga, CA, at clear creek Recreation area. SRMC property. AA, A, B, C classes. Gift jackets to class winners. AA/A/B go 3 loops, C go 2 loops. Keytime 7:30, first rider out 7:31. Entry $20 pre, $25 post. Salinas Ramblers M/C. Info 408/449-5561, 384-4495.

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn rught. All classes, 30% sportsmen trophs, 100% Pro pb. Gate 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/671-7859 634-3328 (Tom Anderson).

AMA/D-37 CALIFORNIA ENDURO
Rand Mtn., Randsburgs Redrock Rd. All classes. Drawing 2/7/84, Godfather Pizza, Santa Fe Springs. 1984 Not So "Bad Mountain Enduro". Start 8 am. Entry A&B $17, C $15. Info 213/906-1432 (Larry Curl).

ARIZONA DEER VALLEY MX
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes. 33% troph., 100% Pro p.b. No pit riding. Gate 6:30 a.m., prac. 8, race 9. Entry $10 Sptsmn, $15 Pro. Watch $4 adult, $2 under-12. Phoenix Supercross Raceways, Inc. Info 602/867-4769 (John).

U.S. Racing Presents
The Return of the Great American Grand Prix

VALENTINE G.P. Feb. 12th
At Awesome Arroyo Cycle Park, San Bernardino
Sponsored By: Pro Performance MX School and Duralube Oil
$2,000 In Merchandise Awards

Sat. Gate opens 4 p.m., Closes 9 p.m.
Sun. Gate opens 7 a.m., Park closed to open riding
No Play Riding. Overnight Camping OK, No Fires.

Gear Up for an all-new, fast, 6 mile course including MX Track, Sandwash, Pavement.

SCHEDULE

Practice	8 to 9 a.m.
Vets & 4-Stroke	9 a.m.
250 & Open. Beg, Nov	10 a.m.
All Minis	11 a.m.
Afternoon Practice	12 to 12:30 p.m.
ATV Odysseys	12:30 p.m.
125 & 200. Beg, Nov	1:30 p.m.
250 & Open. Am, Ex	2:30 p.m.
125 & 200. Am, Ex	3:30 p.m.

U.S. Racing G.P.s
Second Sunday Every Month

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April 8	Indian Dunes
May 13	Arroyo
June 10	Perris

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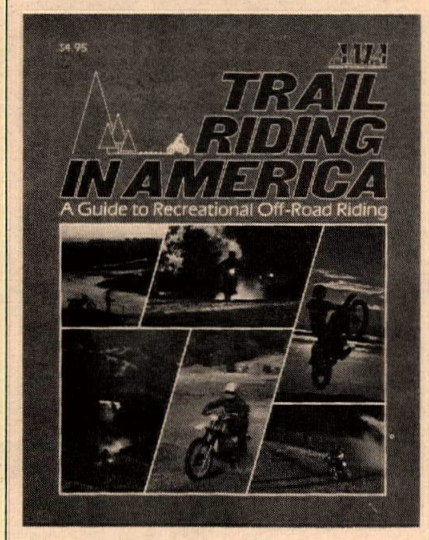

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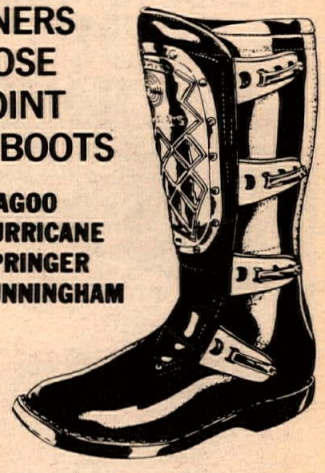

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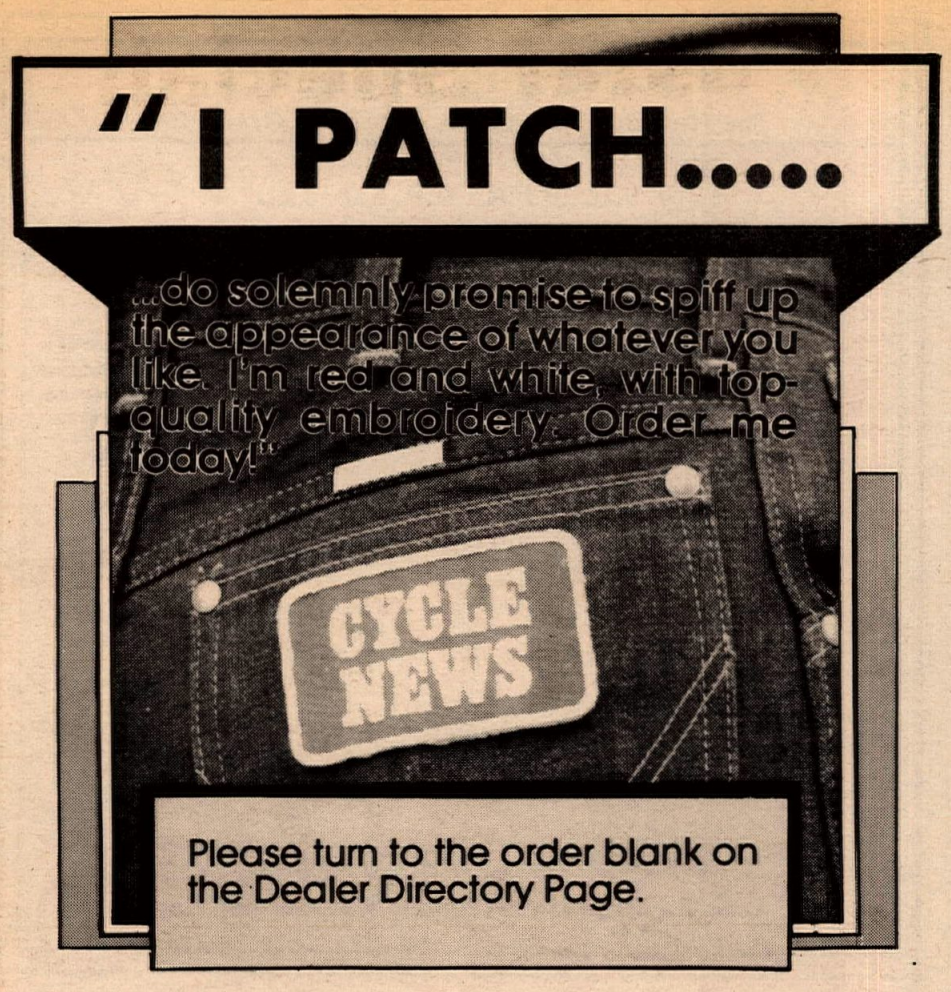

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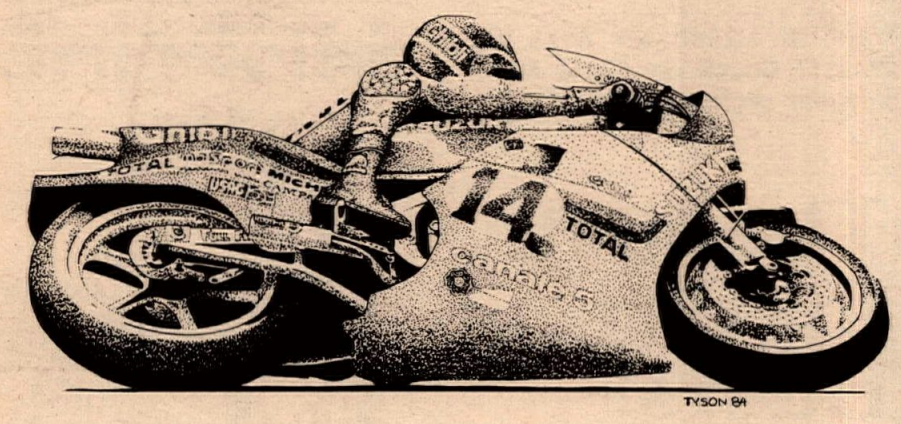

CMMC CALIFORNIA MINI MX
Barona Oaks Raceway, Ramona, CA. Hwy 67 to Lakeside, east on Mapleview, north on Ashwood, up Wildcat Canyon Rd 11 miles. New Beg. class. O/N camping & concessions. Sign up closes 7:30 sharp. Entry $10, yearly memb. $15. Info 714/561-7344 (Gary), 447-9348 (Dennis).

TEXAS BURLESON MX
South of Fort Worth, TX. I-35 S from Fort Worth to Hardgrove Lane, east 2 mi. and turn right after bridge. All classes. Troph. thru 6th, $1,200 purse paid per moto and overall (200% p.b. if less than 10 riders/class). No pit riding or late prac. Gate 7 a.m. Split sched: Nov prac. 8-8:30, Mini prac. 8:30-8:45, 1st race 9; Int & Ex prac. approx. 12:30 p.m., race 1. Gate $5, under-10 & over-60 free. Entry $10 Sptsmn, $20 Ex. Info 817/295-8908, 295-1760.

AMA/D-36 CALIFORNIA MOTOCROSS
Argyll Park, 11 mi. south of Dixon, CA, on Hwy 113. All classes. Trophs, 100% Pro pb. Contingencies. D-36 number, letter and color required. Alaphabet letter for those without D-36 number. AMA/D-36 rules apply, both cards required and available. Gate 6:30 am, sign-up 7, prac 7:30, first race 9. Entry $15 Nov. and Jr., Semi-Pro $20 plus $5 park fee for bigger purse. Post entries only. Watch $4, $1 child. Info 916/678-3592.

February 25

WASHINGTON FLATTRACK
Seattle Kingdome, Seattle, WA. Trophs, $1500 purse, 250cc. First 30 entries guaranteed. Promoters option to fill field to 50 entries. Race cars will also be a part of the program. Start 7 pm. Entry $15 if received before 2/11/84, $25 if after. WESCO Promotions. Info 206/776-4436 (Steve Henry) or, 745-8030 (Bob Henry).

February 26

CMC CALIFORNIA SHR MX
Sand Hill Ranch, Brentwood, CA. From Hwy 580, take Vasco Rd. north 17 mi. to corner of Camino Diablo and Vasco Rds., turn right. All classes, 30% Sportsmen trophs, 100% Pro pb. Series awards presented at Weekend of Champions race March 18. Round 1 of Weekend of Champion series. Gate 6:30 am, prac 8:30, race 9. Entry $15, $20 Pro, $5 watch. Info 415/634-3328 or 634-6596 (Tom Anderson).

CRC CALIFORNIA MX
Saddleback Park, Orange, CA. Frwy 55 to Chapman exit, east 7 mi. to Santiago Canyon Rd, right to county fire station, left on rd past fire station. All classes. 30% brass to Sptsmn, cash p.b. to Pros. 2 motos. Gate 7 a.m., prac. 8, race 9:30. Entry $12 Sptsmn, $15 Pro; CRC memb. req'd. California Racing Club. Info 213/830-7519.

OKLAHOMA MX
Motorcycle Raceways, Inc., Oklahoma City, OK. Between I-40 & I-240, exit S. Douglas to S.E. 59th & turn east. All classes. Gate 9 a.m., prac. 10:30, race 11:30 or noon. Info 405/681-9492 (Tommy).

CMC CALIFORNIA MX
Carlsbad Raceway, Carlsbad, CA. I-5 S to Palomar Airport Rd, east 3 mi. to raceway. All classes. 30% troph. Gate 7 a.m., sign up 7, prac. 8, race 9. Entry $10 Sptsmn, $15 Pro ($10 to p.b.). Info 714/557-3323.

OKLAHOMA JUNIPER MX
Juniper MX, McAlester, OK. Tulsa Turnpike (75) north on 69 (not Bus. 69), east at Exit 113. All classes. Troph. through 6th, 150% Ex p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8 Sptsmn, $15 Ex, $4 gate. Info 918/426-4533 (McAlester Kawasaki).

CALIFORNIA SUNRISE MX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. north of town on Hwy 395. All classes. 50% Mini/Vet troph., 50% cash p.b. to Vet/Ex. Free O/N parking. Gate 7:30 a.m., race 9:30. Info 714/245-7339.

CALIFORNIA DEANZA MX
DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy 60 to Theodore exit. All classes. 30% same day Sptsmn troph., 100% Pee Wee troph. Everybody goes 2 motos. Free camping. Park open 7 days. Gate 6 a.m., prac. 8:30, race 9:30. Entry $6 gate + $9 Sptsmn, $13 Pro; non-memb. add $2. Info 714/653-8068, 5840, 7979.

ROAD RUNS

January 14 & 15

CALIFORNIA ROAD RUN
Death Valley, CA. Leave Hutchins Motor Sports Inc. 55405 29 Palms Hwy. Yucca Valley Ca. Death Valley patch & pins. Friday sign in. 9am to 8. Saturday start 8am. Entry: $6 per person. Info. 619/365-6311.

CALIFORNIA M/C ROAD TOUR
Starts at Hutchins Motor Sports, Yucca Valley, CA. Patchs and pins. Sign-up 6 am, or Fri. till 8 pm. Call or write for entry blanks. Info 619/365-6311.

January 15

CALIFORNIA NEW YEAR FIRESIDE RIDE
Pasadena Rose Bowl, Pasadena, CA. All classes. 1st 500 finishers guaranteed finisher pins. BBQ at finish at Cabrillo Musem. Entry fee include a one year membership in D-37. Current members get a $5 discount. Sign in between 8-9 am. Entry $10 pre, $15 post. Santa Barbara Road Riders. Info 213/256-4944 or 247-8778 (Sheryll).

AMA/D-37 CALIFORNIA ROAD RUN
Pasadena Rose Bowl, Pasadena, CA. Trophies, pins. Starts 9 am. Entry $10 pre, $15 post. Info 805/966-2025 (Phil Sedillos).

CALENDAR FREE LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

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RESULTS

Veteran and Old Timer Final Championship Standings-1983

VET MOTOCROSS	
Steve Ferroni	148
Buzz Presser	104
Charlie Smart	84
Russ Wyant	62
Tim Greene	55
OT MOTOCROSS	
Duane Spence	139
Richard Schilling	123
Dick Mann	74
Stan Stanton	54
Wylie Wilson	49
VET CROSS COUNTRY	
Scott Davis	72
Scott Sinclair	57
Gary Vanderpool	54
Greg Hubbs	46
Bruce MacArthur	27
OT CROSS COUNTRY	
John Fraser	48
Curt McMahan	41
Bill O'Brien	38
Rich Carlson	28
Wylie Wilson	25

Corona Triple Header Dec. 10, 1983 By Elaine Jones

SHORT TRACK	
PEE WEE	
Dustin Skalski	Yam
Jake Dumond Jr.	Suz
MINI	
Tommy Lynch	Suz
Lyle Dove	Yam
Amanda Bellino	Yam
250 NOV	
Dennis Voll	Bul
Brad Roberts	Yam
Frank Macias	Yam
250 AM	
Jeff Brindle	Yam
Curtis Pimentel	Yam
Rich Sweaney	Yam
N.S.O.T.H.G.	
Don Meiner	Yam
Ken Barrow	Yam
Stan Sweaney	Yam
OPEN NOV. DIV. I	
John Fuest	Yam
Scott Reed	Yam
Stve Harris	Yam
OPEN NOV II	
Don Ross	Mai
Richard Schroeder	Yam
Lon Smith	Yam
OPEN AM	
Bob Graves	Yam
Don Meiner	Yam
Jeff Brindle	Yam
OPEN EX	
Joel Windham	Yam
Rick Reed	Yam
Ken Barrow	Yam
250 MONEY	
Ross Klatt	Kaw
Rob Ely	Hon
Bruce Nordstrom	Hon
OPEN MONEY	
Pete Hames	C-A
Eob Ely	Hon
Chris Cannon	Yam
TT	
PEE WEE	
Dustin Skalski	Yam
MINI	
Lyle Dove	Yam
Danny Grigg	Yam
Tommy Lynch	Suz
250 NOV	
Dennis Turner	Kaw
Chris Shaw	Suz
Frank Macias	Yam
250 AM/EX	
Archie Perez	Yam
Rich Sweaney	Yam
Brian Barrick	Yam
N.S.O.T.H.G.	
Don Meiner	Yam
Jerry Greer	Yam
James Reed	Yam
OPEN NOV	
Don Ross	Mai
Steve Harris	Yam
Ken King	Yam
OPEN AM	
Keith Peel	Hon
Jeff Brindle	Yam
Bruce Beatty	Suz
OPEN EX	
Rick Reed	Yam
Joel Windham	Yam
Mike Boal	Yam
OPEN MONEY	
Rob Ely	Hon
Pete Hames	C-A
Chris Cannon	Yam
HALF MILE	
MINI	
Tommy Lynch	Suz
Lyle Dove	Yam
Lisa Dove	Yam
250 NOV	
Brad Roberts	Yam
Jeff Miller	Kaw

1983 Western Regional Motocross Final Point Standings

125	
Dennis Ostriem	68
Doug Lange	59
Robby Watilo	52
David Hettinga	48
Jim Brodie	42
Cory Klaudt	34
Paul Denis	34
Mark Flesia	31
Chris Howard	30
Wes Clark	30
Dennis Dolquist	28
Kevin Hofenbredl	28
Jon Morgen	28
Billy Welland	24
Gary Dawson	18
David Froembling	18
Larry Hofenbredl	16
Taylor Marcell	15
James Anderson	13
Arne Hettman	12
Jim Keese	11
Marvin Waldo	10
Tim Foster	6
250	
Mike Shoemaker	64
Scott Tyler	51
Rodney Keller	49
Doug Lange	44
Jeff Moore	41
Cory Klaudt	34
Dennis Ostriem	33
Wes Clark	28
Dean Cates	27
Logan Edrington	26
Rick Bozarth	25
Don Griewe	24
David Hettinga	24
Joe Wright	20
Ted Devol	18
Ron Shaff	18
Kyle Fast	16
David Frombling	16
Chris Weis	15
Vince McMahon	14
Richard Sands	14
Bryan Maloney	14
Andy Guth	13
Reid Goldmann	12
Scott Zerr	10
Kurt Howland	9
Wally Caudle	9
Don Turk	9
Dan Halverson	9
Tim Olson	8
Stacey Cook	7
Jon Jacobson	7
Woody Carlson	7
Rob Burkhart	7
Gary DePillo	4
Perry Schmidt	4
Todd Peterson	3
Russell Davidson	1
Ted Holt	1
500	
John Christian	60
Michael Tripes	56
Gard Hollinger	41
Scott Tyler	39
Arne Hettman	36
Rodney Jessen	35
Ted Devol	35
Peter Treadwell	31
Jon Jacobson	31
Joe Wright	28
James Brockmeier	27
Rick Wylder	24
Jon Morgen	23
Mike Knupp	21
Brian Doyle	19
Mark Envolsen	18
Jonathan Pike	12
John Saggau	10
Micky Dymond	10
Dane Wigington	8
Todd Paulson	8

AFM Final Results 1983

SIDE CARS	
Essaff/Crugar	20
Ramirez/Breede	12
Bevens/Isman	11
Garnett/Taylor	11
FORMULA IV	
Eric Kondo	18
Steve Dyer	14
Jeff Legitt	13
FORMULA IVA	
Allan Scott	38
Dwayne Lane	11
Steve Ledwith	9
FORMULA III	
Chris Steward	107
Wayne Montoya	44
Bryan Chono	36
FORMULA II	
Bernd Koegler	181
Phil Baird	102
Walter Nitto	100
FORMULA I	
Denny Doherty	53
Kerry Bryant	43
Jeff Hagan	23
FORMULA S	
Carl Foster	56
Allen Yarrow	54
Steven Kane	37
FORMULA T-750	
Michael Johnson	100
Matt Riolo	79
Gennady Liubimsky	46
FORMULA T-OPEN	
David Troetschler	13
Elmer Riddle	12
Dave Garoutte	11
Christopher Steward	11
250 MOD PROD	
Greg Overman	23
A.J. Parks	16
Mike Fenner	13
450 MOD PROD	
Scott Moore	157
James Stephens	141
Clinton Whitehouse	125
600 MOD PROD	
Earl Roloff	191
Todd Brubaker	173
Joe Montoya	154
TOP NOV FOR 1983	
Todd Brubaker	190
750 MOD PROD	
Earl Roloff	110
Dave Garoutte	108
Francis Mazur	83
Kenneth Evan	83
OPEN MOD PROD	
Mike Kauzlarich	33
Dave Lansford	28
Kevin Dolan	24
600 SUPERSTREET	
Jim Poet	227
Joe Montoya	158
Walter Nitto	141
750 SUPERSTREET	
Bernd Koegler	166
Phil Baird	102
Mike Williams	83
OPEN SUPERSTREET	
Denny Doherty	131
David Edwards	53
Earl Roloff	50
450 STK PROD	
Mike Glisson	125
Paul Yasinitsky	102
Steve Wickland	65
600 STK PROD	
Francis Mazur	178
Todd Brubaker	174
Kirk Graves	164
750 STK PROD	
Earl Roloff	213
Dave Garoutte	146
Kenneth Evan	115
OPEN STK PROD	
Mike Kauzlarich	53
Mark Shelton	34
Kevin Dolan	32
FORMULA 150	
David Elliott	1
OVERALL	
Earl Roloff	232
Jim Poet	229
Francis Mazur	205
Bernd Koegler	194
Todd Brubaker	190
Joe Montoya	188
Kirk Graves	172
Scott Moore	157
Walter Nitto	156
Dave Garoutte	154
James Stephens	141
Denny Doherty	136
Clinton Whitehouse	135
Michael Glisson	133
Phil Baird	128
Kenneth Evan	126
Michael Johnson	119
Jim Vreeke	109
Chris Steward	107
Allen Yarrow	106

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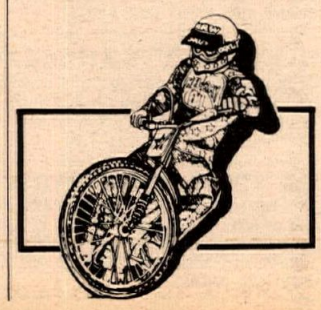
For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.



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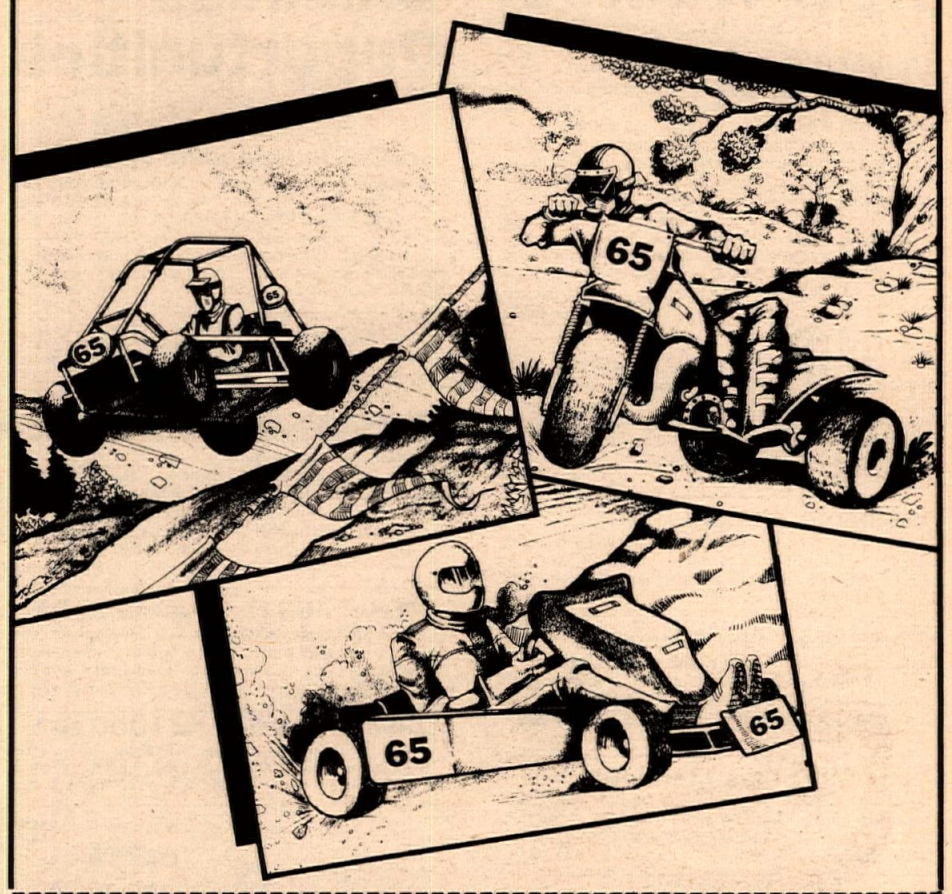

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A National sanctioning body is interested in receiving resumes from any person who fits the following description: Experienced in personnel management, racing event organization and budgeting. Some experience in promotion and advertising with sales background a plus. Technical knowledge of motorcycles also a plus. Must be willing to relocate and able to travel extensively. Salary commensurate with background and experience. Submit resume, references and salary requirements to: Cycle News East, Div. MC, PO Box 805, Tucker, GA 30085-0805. All replies completely confidential. (250-2/NEX)

Sales/Operating Manager
Expansion has created the need for a top professional. Epxerience in personnel management, mail order operations and Dealer network organization is essential. For immediate consideration submit resume and salary requirements to: P.O. Box 2294, Van Nuys, CA 91405. (201-03/NW)

Mechanic Needed
Minimum 3 years experience, must have own tools. Salary and benefits. Contact Mark: PERFORMANCE CYCLE WORKS, 7948 Firestone Blvd., Downey, CA (213) 861-9957. (201-3)

White Bros. Need Help!
Seeking qualified mechanic with suspension knowledge to train in our shock service department. Send resume to: Dan White, WHITE BROS., 11750 Seaboard Circle, Stanton, CA 90680. (714) 895-1991. (201)

Assistant Sales Manager
Needed by a large volume Honda Dealer. Motorcycle sales background helpful. BARBER HONDA, 3650 E. Main St., Ventura, CA 93003. (805) 642-0276, ask for Philip Smith. (250/201-NW)

Honda Service Manager
Large Midwest dealer needs experienced individual to fill key spot in dealership. Send qualifications and salary requirements to: Cycle News East, Div. LS, P.O. Box 805, Tucker, GA 30085-0805. (150-01/NSEX)

Yamaha Parts Sales
San Luis Obispo, CA. 1 year experience minimum. Salary and benefits open. Small town, great location, good riding areas. Send handwritten resume to: YAMAHA OF SAN LUIS OBISPO, 1357 Monterey St., San Luis Obsipo, CA 93401. No phone calls please. (250-02/NW)

Honda Yamaha Mechanic
San Francisco area. Dealer seeks minimum three years dealership experience. Mechanic commission plus benefits. Send resume to Cycle News, P.O. Box 498, Dept. X, Long Beach, CA 90801. (350-02/NWX)

GOVERNMENT JOBS. $16,559-$50,533/year. Now Hiring. Your area. Call (805) 687-6000, Ext. R-1299. (150-01/NWX)

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New chain, sprockets, DG pipe, new tires. $1100. (714) 761-8619. (101-03)

'82 CR480 * $875 w/extras
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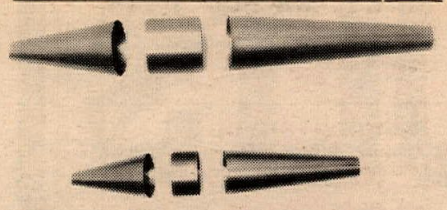

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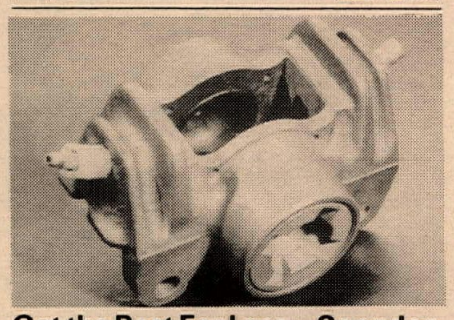
1983 Husky 500-CR; $2195. 1982 Husky 250-XC; $1495. 1982 430-XC; $1795. LIMITED SUPPLY. (818) 337-6811. (250/alt-01)



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NEW '84 Husky's & KTM's in stock with more shipments soon! BILL SALTZMAN MOTORCYCLES, Baldwin Park. (818) 337-6811. (250/alt-01)

HD XR 750*'82 Honda CR-250
Grimeca, Patrick, extras, must sell. $4250/OBO. (208) 342-7439, evenings. Also: CR-250, Answer silencer, White Bros. reservoir, excellent condition, $1100/OBO. (714) 543-3190. (150-01)

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Trick 400 CZ, took 2nd at 1984 CZ World Championships, $350. 250 Falta motor: $100. 390 Husky motor, 6 speed; $300. Husky 390CR '80, has all '82 suspension, 6 speed: $800. Honda 50 C110 parts. (805) 325-5908. (150-01)

CJ500 Yamaha, 250 Honda
Both race ready, Barnes, S&W flowed head, fresh top end. $1200; $500 ($1500/both). Complete 750cc S/R Triumph motor, megacycle Branch, chrome valves, 36 Mikuni, spare motor, $750. One piece suit $140/trade for Rotax. (503) 672-6828. (150-01)

'82 430XC, Pro-Circuit, extras, runs strong, $1100. '77 XT500, clean, reliable, street use only, extras, $700. Bob (805) 964-6480; (805) 961-2513. (150-01)

SUPER PRO: Mileage computer, $205. BARK BUSTERS handguards, $49.50. "SCORE WITH A PRO" T-shirt, $7.50. SUPER GRIP knit gloves, $4.50. At your dealer or order direct. PERFORMANCE PRODUCTS, P.O. Box 1294N, Lacombe, LA 70445. (504) 882-3107. (243/ALT PIX/NSE/TFN)

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500 miles, need money not bike. $1900. (805) 466-3321; (805) 466-6096. (149-01)

FOR SALE: 43mm Showa forks; $100. CR-125, 1983 rear shock, $50. '83 250 Honda cylinder, new, $60. (213) 913-5220, after 6 p.m. (150-02)

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NEW — Still in crate! $1450. (713) 691-4476, ask for Ben Jr. (150-01)

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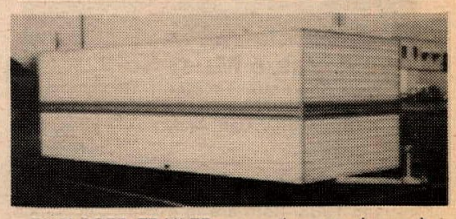
New Dunlop Sport Elites, fork brace, stainless steel brake lines, oil cooler, Fox road racing shocks, 4,000 miles. $3000/Firm. (619) 356-5862 or (619) 356-1834. (350-03)

1983 Suzuki RM 125
Hardly ridden with 3-rail trailer, $1000. Separately: $825 and $250/OBO. (213) 595-7135, after 6 p.m. (301-02)



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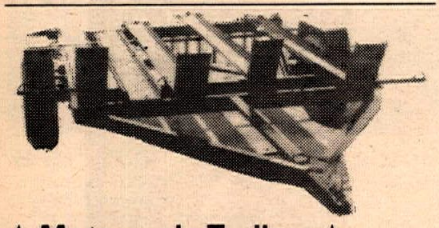

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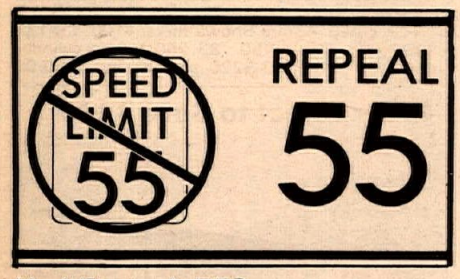

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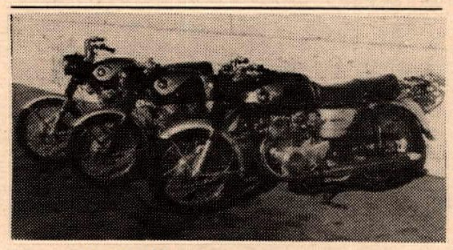

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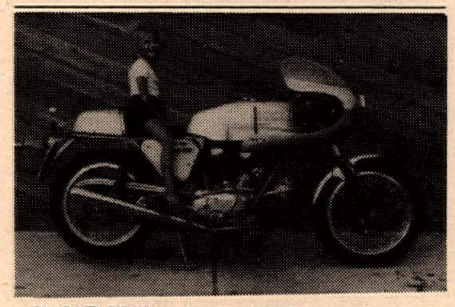

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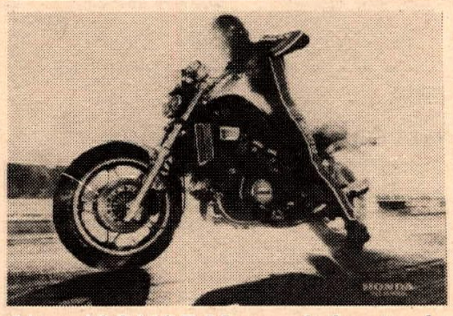

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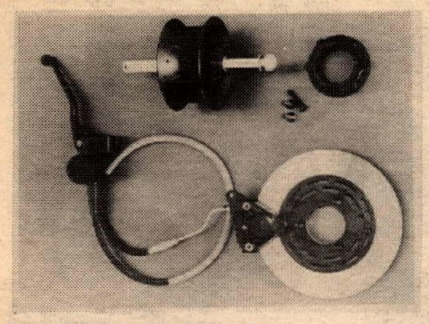

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125's and 250's. Complete parts inventory. NAPA VALLEY YAMAHA-KTM, 606 Soscol, Napa, CA 94558. (707) 253-0468. (101-03X)

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1982; only 14 races on bike, champion. Moriwaki suspension mods, new Elites, must sell NOW! $1500. (805) 466-3321; (805) 466-6096.(149-01)

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'81 YZ-250, meticulously maintained, many new parts. Clean and straight. Must sell as soon as possible. $485. (Worth MUCH MORE!) (805) 498-4782. (101)

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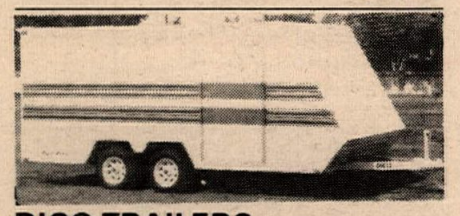

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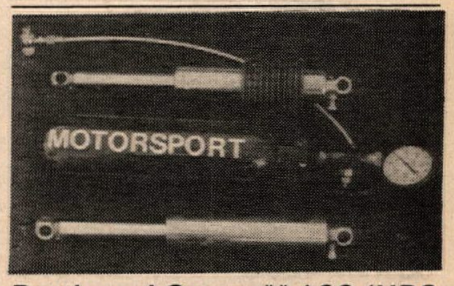

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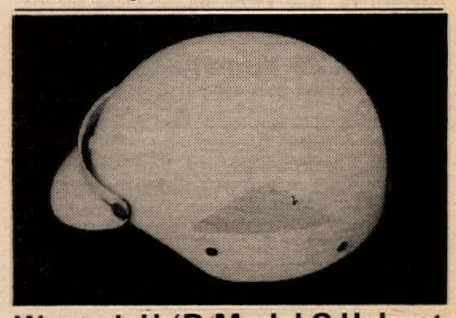

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'80 KTM 420 & '78 Bultaco 370
Both bikes, great condition! KTM: $675. BULTACO: $275. (714) 796-8259, evenings. (714) 798-2755, days. (301-04)

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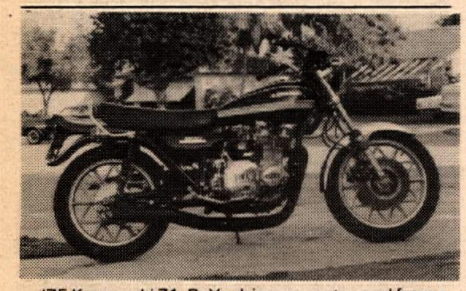

'75 Kawasaki Z1-B; Yoshimura motor and frame. Many extras, $1100. '78 Honda CB-400T Hawk; just rebuilt, $600. Must sell. (714) 620-7241. (101)

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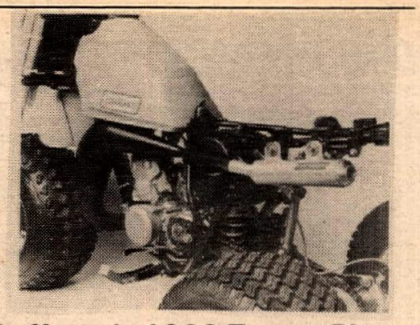
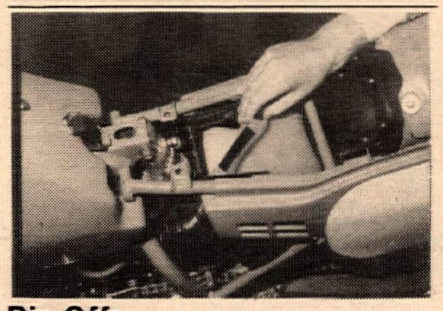
'83 Suzuki GS750ES Superbike
Just built; for track or street. Over $7,000 invested! BEST OFFER. Mark (213) 225-4163, days. (213) 355-1870, evenings. (301-04)



Coffman's 1983 Tecate Pipe
Coffman's is please to announce our NEW Kawasaki Tecate 250 pipe. Out run the competition with this hand rolled, high performance pipe! Guaranteed for SUPER PERFORMANCE!! Call NOW! $140. (price includes custom aluminum silencer) COFFMAN'S, 15181-A Bolsa Chica Rd., Huntington Beach, CA 92649. (714) 897-2209. (201)

1984 250 CR Husky
One month old, need money, must sell FAST! $2500/Firm or trade? (714) 887-3049. (101)



Rip Offs
The all new air filter "RIP OFFs", allow only clean air into the air box area of your motorcycle. They attach to your airbox easily and can be changed in seconds with no tools. The "RIP OFFs" KEEP YOUR AIR FILTER CLEAN. the "RIP OFFs" are made of the highest quality urethane foam. THERE ARE TWO "RIP OFFs" PER PACKAGE, along with all the necessary materials needed for easy installation. Pat. applied for. $16.50. AT YOUR DEALER or direct: ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330-0628 (714) 674-4335. (201)

'81 KZ550 and ATP Turbo Kit
Bike has GPz engine spec's, cams, pistons, jetting, pipes, crash bars and rear rack. 5,400 miles, very clean and fast! $1600. Turbo kit has brand new I.H.I. turbo and is complete with carb, air filter, fuel pump, exhaust and muffler, boost gauge. $950. Will sell bike and Turbo kit together: $2350. Kevin: (916) 677-9701. (101)

(2) 1983 RM 250's
Both very good condition, and very fast. Must sell, $750/each. (213) 596-5821. (301-02)

RAD Banzai Jerseys
New Japanese styled motorcross jerseys representing your make of bike in authentic oriental characters: Honda; Yamaha; Suzuki; Kawasaki or RAD styles. S-M-L-XL sizes. 100% pre-shrunk cotton. Team colors on white. Send: $14.95 + Calif. 6% tax + $1.50 shipping to: RAD Racing Products, P.O. Box 5855, Riverside, CA 92517-5855 or call (714) 683-3080 for more information and catalog. (Dealer inquiries invited) (714) 683-3080. (101X)

Ready To Go Riding?
'76 Smuggler 22' trailer. Lots and lots of extras, with '74 Suburban, 454, new paint & tinted windows, 55 mil, 12X16.5 tires, spoke rims and more! $11,500 for both/OBO. (213) 598-1067. (101)

'81 YZ 250 Yamaha
White and red, Fox twin clicker, Lectron carb, HD wheels, new Dunlops. Better than new condition. $850. (714) 496-4710. (301)

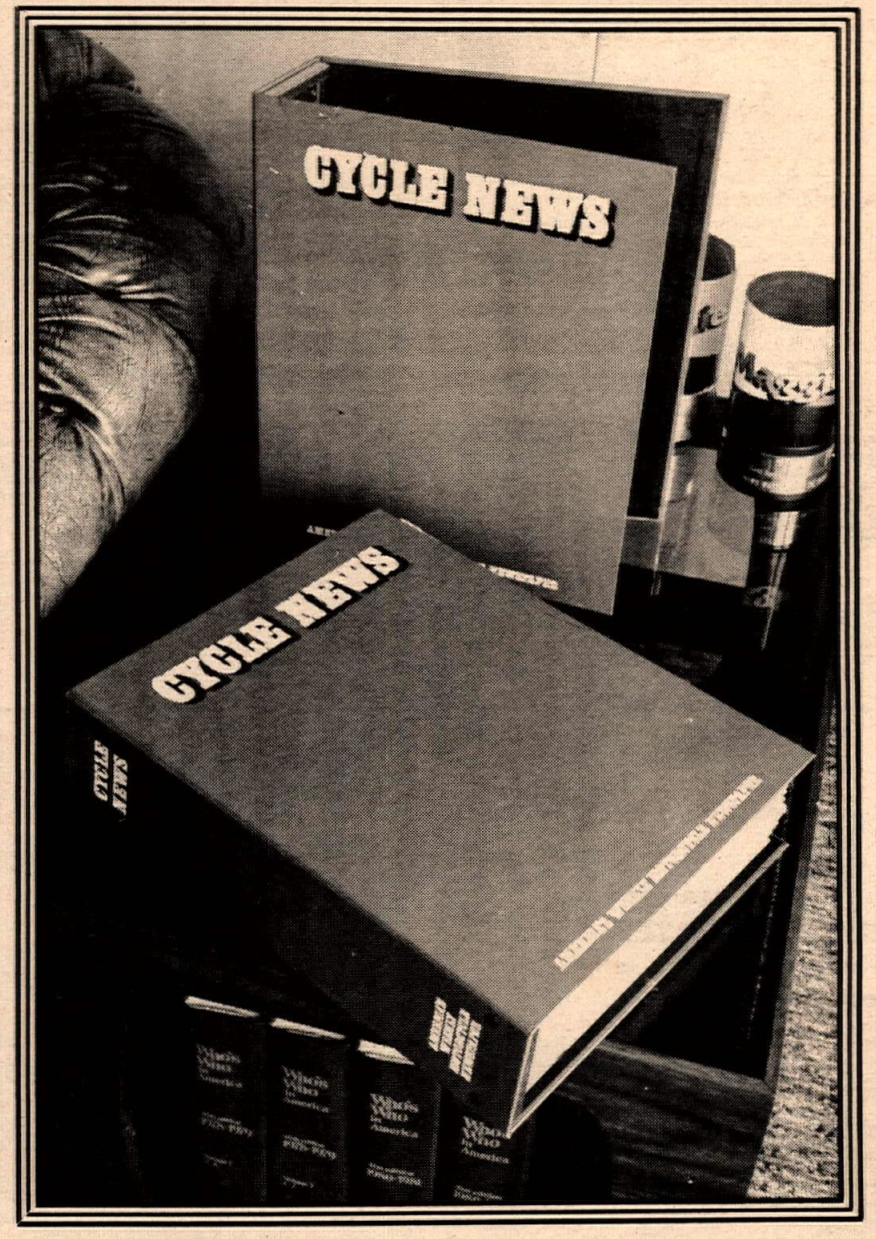
'82 Honda CR 480 R
Excellent condition, runs and looks great! Metzelers, White Bros. suspension, must see! $1195/OBO. (714) 671-1643. (301-02)

1983 Honda CR 480
Low hours, like new condition, extras. $1600/OBO. (714) 638-8288. (301-03)

Cherry 1979 Chevy 4X4
New 350 motor, air, power brakes, windows, door locks, cruise control, dual tanks, Kenwood stereo, 411 gears front and rear, new paint. (805) 492-6157. (301)

'83 Weslake Speedway Bike
Just rebuilt; (2) Jawa engines. Extra cheap! (213) 353-3794. (301-02)

Got the ripped-up, dog-eared, yellow page blues?



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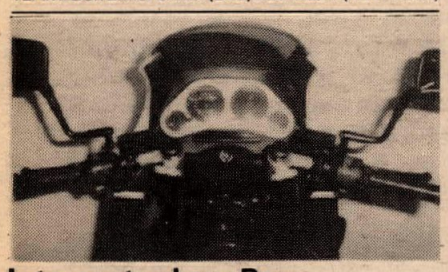
FMF's 1984 CR-125 Engine Kit

Don Emler guarantees you'll have the FASTEST 1984 CR-125 production bike on the track with his new FMF bolt on engine kit! For over 10 years Don has been building the WORLD'S FASTEST HONDAS!! In fact, Emler Hondas have been in the hands of everyone from Marty Smith to Warren Reid! Kit includes: (1) FMF "works" pipe...$129.50 *** (1) "Stage 9" porting...$160 *** (1) Head mod...$30 *** (1) 36mm Mikuni carb...$90 *** (1) FREE FMF jersey. TOTAL PRICE: $399.50. Dealer Distributor inquiries invited. Join our 1984 RACING TEAM! Don Emler's FMF (213) 539-6884. (101/NWX)



Interceptor Low Bars

Honda Interceptor low bars, 2½" lower than stock handlebars and half the weight. Strong chrome-moly construction with a new finish. Retain all stock controls and cable. Comes with mounting hardware and instructions. Soon available for the 1000 and 500 Interceptor. $64.95. Fast UPS service. Manchester Honda, 30 Adams St., Manchester, CT 06040. (203) 646-0378. (201-7/EOI/NE)

12 Ft. Pro-Trac Trailer

Many extras, excellent condition, used very little. $1295/OBO. (213) 402-8923, after 4 p.m. (401-02)

'83 KX 250

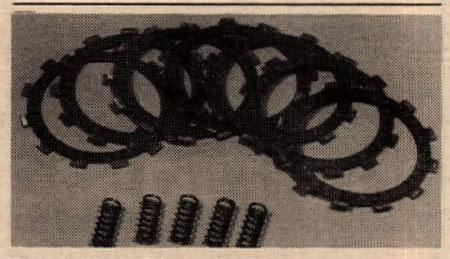
Excellent condition. $1095. (213) 402-8923, after 4 p.m. (401-02)

(2) '83 Honda CR-125's

Both bikes in excellent condition. First bike has ported engine and second bike is stock with fresh Dunlops. Many extras on both including new front tire and extra shock. $1050 & $950. Dan (213) 202-8036, after 6 p.m. (301-02)

CRF KX80 '84 Products

The only company to win 2 mini National Championships, introduces its 1984 KX80 HOP-UPS. (1) Rocket pipe: "works" cone style increases low top end power. Silencer included; $119. (2) Airbox: Larger filter, easy access and more RPM's: $69.95. (3) Boyesens: $19, or Fiber Petals: $7. (4) Hi flow reed block: $39.95. (5) Answer silencer to eliminate pipe cracking: $49.95. (6) Dynoflow porting: $80, head mod: $20. (7) White or green trick plastic kits, terry kits, shocks also available. Satisfaction guaranteed or money back. CROTCH ROCKET FACTORY (805) 683-1426. (201-02)



RF 1984 Clutch Kits

Don't buy another stock clutch! RF clutch kits are less likely to slip or break over stock. Stock clutches are designed for stock motors, if your motor is modified, Motocross Action Magazine highly recommends using an RF clutch kit. Kits are available for most Hondas, Suzukis, Kawasakis and Yamahas. Kits include: Metalic sintered fiber drive plates and heavy duty clutch springs. From $44.95 to $51.95. ROOST FACTORY (213) 530-8401. Dealer Distributor inquiries invited. (101/NWX)

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AMERICAN TURBO-PAK is back in business!! Our FIRST & LAST EVER turbo sale is your chance to buy an ATP kit at SUPER SAVINGS!! Call (714) 898-0731. Outside Calif. (800) 854-7659. (101&03/NSWX)

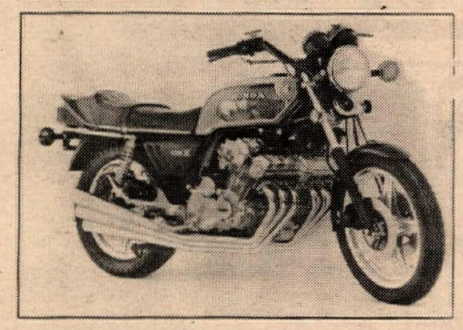
V45 Interceptor Race Motor

Built by MPC for Rick Orlando #1 Superbike privateer. Branch heads, titanium rods, crane cams, Sur-Tech processed, many other modifications. $4500/ OBO. Dennis (303) 223-5810. (301-02/NW)

Need Laconia Scout Parts

Wanted: Intake manifold for L.L. carb, oil tank & Hepolite pistons. (312) 466-4601 or (312) 851-0195. (350-1/NE)

Order Direct to Save $$$$



HONDA CBX 6/6 GP exhaust system. Unpainted: $199.95. MUST ORDER DIRECT. Call HOT BIKE ENGINEERING (415) 656-8275, (415) 657-3864. We ship UPS/COD. (101/NWX)

1983 Suzuki RM-125D

Top condition, new motor! $925/OBO. (714) 526-3943; (714) 879-2343, evenings. (101-02)

European Bikers, Touring USA

Need friends and lodging. Lawrence Grodsky, 909 Franklin Ave., Pittsburgh, PA 15221. (412) 371-3995. (101/NE)

Is It True?

You can buy motorcycles for $44 through the U.S. Government? Get the facts today! Call (312) 742-1142, ext. 9697. (101/NEX)

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Built by WKR. Best of everything. Call Matt Rozowicz, (518) 399-5020. (101-2/NE)

1972 GREEVES: Griffon, 380, Cerianis, Konis, rare vintage racing bike with spares. $600. Robert Volk, (312) 481-6959. (101-2/NE)

Complete Race Program Liquidation Sale Two XR 750 Harleys and Many, Many Parts

Scheduled for Ted Boody. Excellent package deal. Will consider selling separate, and parts for 10% over dealer cost. Southeast H-D, (216) 439-5300, George. (201-2/NEX)

'78 Kawasaki ZIR * $1750

Fast, clean, in perfect condition. New tires, Yoshimura pipe, only 21,000 miles. Must see to appreciate! Call (213) 968-5135, ask for Mic after 7 p.m. and weekends. (301-03)

MPC Interceptor Race Exhaust

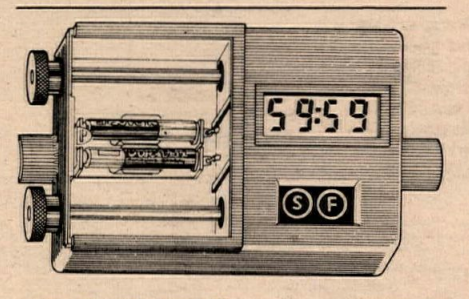
Choice of the 1983 #1 Privateer; Rick Orlando. Developed on the race track, not in an office. They're light, tight and have a repackable aluminum silencer. SPECIAL PRICE: $300. Street systems also available. Racer/Dealer inquiries invited. MOTORCYCLE PERFORMANCE CENTER, 412 E. Trilby, Fort Collins, CO 80525. (303) 223-5810. (301-02/NWX)

Jawa's: (1) 2-Valve (1) 4-Valve

Excellent shape, many extras. $900/firm (2-valve). $1700/firm (4-valve) (714) 337-8961. (101-2)

NEW '82 XL250R, $1050; '81 XR200R, $800. (714) 947-1012. (101)

HELP ME? Southern Illinois dirt biker looking for place to stay in Southern Calif. Will share expenses, etc. Call or write: Larry Sterchi, Rt. #1, Dundas, IL 62425. (618) 754-3308. (101)



THE COMBO $109.95, clock only, $99.95. 24 MPH Pacer, $129.95. Rollchart holder, $19.95. Econo clock, $49.95. Leather timecard holder, $14.95. Shipping included. Dealer inquiries invited. COUNTDOWN (213) 348-8381. (243/NW/TFN)

1983 CB1100F * All or Parts

Newly rebuilt engine with Barnett clutch, very low miles, misc. electrical parts. $600/takes all/OBO. For further information call (619) 342-4484, ask for Tyler. (201-02)

1969 Sachs 125 * $225

Cross country, excellent original condition. (714) 894-5826. (401)

Greer "F" Series Sport Fairing

Fits all "F" models, 7" or rectangular headlight. R65/R80 BMW. $3.00 for catalog. GREER SPORT FAIRINGS, 1945-D Placentia Blvd., Costa Mesa, CA 92627. (714) 646-4852. (243/NW/TFN)

'81 Honda CR250 R

Runs great, good fun for trail or track riding. $850/OBO. (714) 661-1301. (101-02)

'82 Honda CR-250

Great condition, all new plastic, just rebuilt top and bottom. White Power shock, blue seat, looks and runs great! $900. Brett: (714) 996-3413, days. (714) 528-4793, nights. (101)

'84 XR250 * 200 Miles

XR too tall for wife; $1649. Enclosed 3 bike trailer, excellent condition, rear door, carpeted floor, only $895. Days (209) 584-4495; (209) 584-9522, evenings. (301-02)

TZ 750 D

Kosman, Spondon, fresh Bratton crank, fresh Dunlops, Morris mags, chrome gear box, and much more! Call for details: (209) 334-0182. (301-02/NW)

Coffman's ATC200X Pipe w/ Aluminum Megaphone Silencer

Coffman's has created a totally Sano ATC200X pipe with aluminum silencer! This one of a kind system offers tremendous horsepower as well as custom looks. Stock heat shield bolts up to head pipe. Easy to mount. (Same style available for Yamaha YTM 225!) $84.95 Retail. Dealers welcome. 15182-A, Bolsa Chica Rd., Huntington Beach, CA. 92649. (714) 897-2209 or (714) 891-7172. (201)

Bell Moto 4 Sale $131.85

Moto 3: $105. Simpson #52: $105. All colors and sizes, we ship UPS/COD or come by our store, 1236 Los Angeles, Simi Valley, CA. (805) 584-0229. (101-02X)

1982 Suzuki 250Z * $900

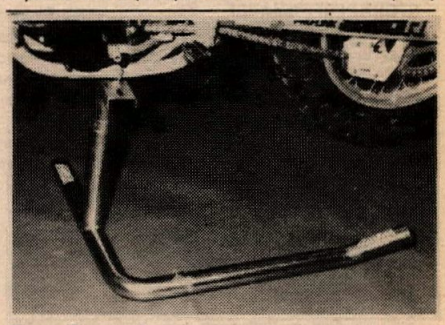
Clean, Must see! (213) 428-8597. (401)

'83 Honda Ascot VT500 $1800

3,000 miles. (619) 346-2609. (101-04)

YZ 400

'78 Yamaha YZ 400, excellent shape, not ridden in 2 years. $750. (213) 598-1067. (301)



Pro Stand

The new "Pro Stand," will accommodate any dirt bike. With the "Pro Stand," you can lift the FRONT WHEEL, OR BACK WHEEL, as well as rotate the bike 360°. The "PRO STAND" is made from high quality steel tubing coated with gold iridite plating. Pat. Pend. $44.95 AVAILABLE AT YOUR DEALER or direct: ATLAS RACING PRODUCTS, P.O. Box 628, Lake Elsinore, CA 92330-0628, (714) 674-4335. (201)

Dave Emde's TZ250H * $4800

Winner of three FII Nationals in 1983; second in AMA Championship. Lectrons, Morris mags, Askland pipes, dual Lockheeds, many spares. Can deliver — you pay gas. 1980 HONDA CB-750F; $800. Bob Endicott (714) 541-5343; (714) 673-4931. (101-02/NW)

HON CR125R Clean Not Raced

This bike's like new, stock, only 30 hours. Easy riding, not thrashed, unlike so many others. Greg (415) 595-0752, evenings. Also: Honda XR200, same as above with only 20 hours riding time. Best offer/each. (101-02)

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JART — Enduro Rollcharts — Easy to read — Used by all factory teams — Many options — guaranteed. Any enduro, any place — $5 each day. Club rates. Subscription service. 4673 Via La Primavera, Yorba Linda, CA 92686. (714) 970-6876.

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CUSTOM MANUFACTURED CYLINDER LINERS. Prototype 2 Cycle installations. Chrome bores sleeved. Small Engine Machine Works, Inc., 720 Northeast 242, Gresham, OR 97030. (503) 667-5224.

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JEB's 'spoiler' helmets, Speedmode leather suits/jackets, Ray padded boots, Jollisport studded palm gloves, replica T-shirts/stickers/posters. Retail catalog $1, dealers welcome. Quadrifoglio, 5745 N. 11 St., Phoenix, AZ 85014 (602) 265-5846.

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WHITE BROS — 11750 Seaboard Circle, Stanton, CA 90680. Complete service & set-up on all singleshocks, Uni-Track, Pro-Link, Floater & White Power. 1 to 2 day turn around. (714) 895-1991.

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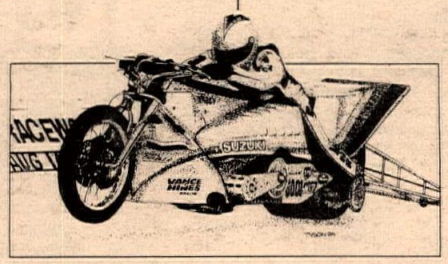

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